RAILROAD MAGAZINE

MAY, 1965 50¢

On the Cass Scenic Line in West Virginia:

MOUNTAIN-CLIMBING SHAYS

by William E. Warden, Jr.

A Train for the Wealthy: The New Haven's *Flying Dude*

by LUCIUS BEEBE and CHARLES CLEGG

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . have a fast growing income . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable . . the electric Foamovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . easy to start . . so easy to service that women dealers often do it. We prefer you have no experience . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . **before** someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

•

Your Services Are Endorsed by McCall's Magazine, Amer. Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

•

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could".

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The value of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to Start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

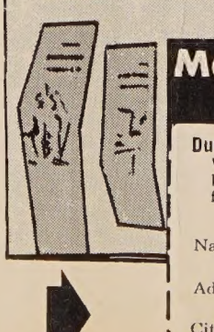
Your location should be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

The Duraclean Route to Success

in a dynamic business of your own

What it can mean to you



Mail this coupon TODAY

It may put you in business

Duraclean Co., 5-705 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ Zone____ State_____

Clip coupon—and take your first big step to real success! I.C.S., Scranton, Penna. 18515

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Without cost or obligation, rush me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

New! Special Package for Women!

Name of the course in which you are interested_____

Mr.
Miss_____ Age_____ Address_____
Mrs.

City_____ State_____ Zip Code_____ Working Hours_____ A.M. to_____ P.M.

Occupation_____ Employed by_____

Low rates to members of U. S. Armed Forces!
Special training programs for industry

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Public Accounting
Small Business Accounting
Starting & Managing a Small Bookkeeping Service

ARCHITECTURE AND BUILDING
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Architecture
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Building Estimator
Building Inspector
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning & Interior Design
Mason
Painting Contractor
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Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

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Commercial Art
Commercial Cartooning
Illustrating
Interior Decorating
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Automobile Electrical Technician
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Business Management & Production
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Marketing
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Programming for Digital Computers
Programming the IBM 1401 Computer
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Retail Business Management
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Chemical Laboratory Tech.
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Instrumental Laboratory Analysis

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Construction Engineering
Highway Engineering
Principles of Surveying
Reading Highway Blueprints
Reading Structural Blueprints
Sanitary Engineering
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Structural Engineering
Surveying and Mapping
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Architectural Drafting
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Electrical Appliance Servicing
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Practical Lineman
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High School College Prep. (Arts)
High School College Prep. (Engineering & Science)
High School General
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High School Secretarial
High School Vocational

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Italian
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Industrial Foremanship
Industrial Supervision
Personality Development
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Supervision

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Refrigeration
Refrigeration & Air Conditioning
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Pulp Making
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Creative Salesmanship
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Salesmanship
Salesmanship & Sales Management

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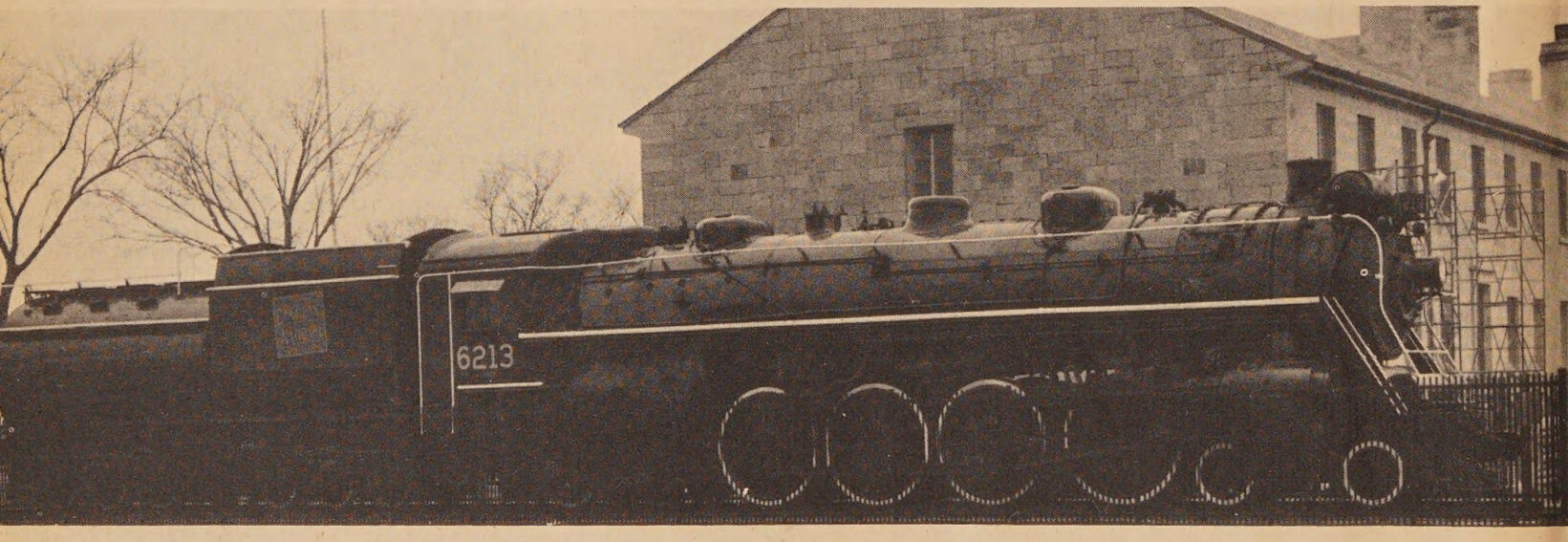
Canadian National's No. 6213, retired after years of wheeling passenger trains between Toronto and Montreal, is pictured at the CN Exhibition in Toronto.

Canadian National Railways



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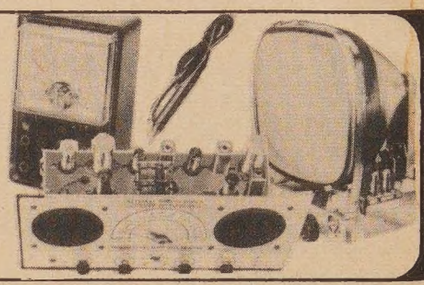
ELECTRONICS DIVISION



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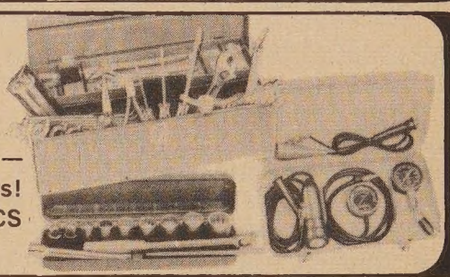

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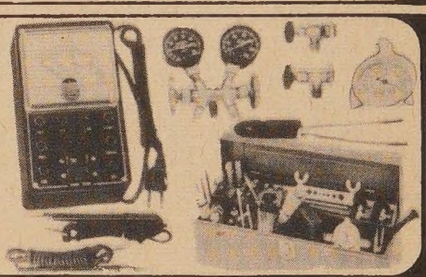

1. Air Conditioning-Refrigeration Servicing Course
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Good income in installation & servicing homes, factories, schools, hotels & motels, office buildings, stores, cars, trains, buses and in servicing electrical appliances. The trained man in these fields is in demand! BOTH COURSES COME WITH BIG EQUIPMENT KITS AT NO EXTRA CHARGE. NO KIT DEPOSITS REQUIRED.

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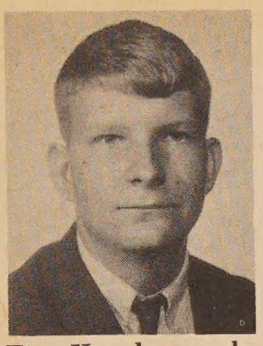

Tim Hensley made current cover photo.

THE MAIL CAR

where editors and readers meet

THIS month's cover picture was made by teen-ager Tim Hensley, 2347 Vinton St., Huntington, W. Va., to illustrate Bill Warden's lead feature on the Cass line. Tim was born September 24, 1949. One grandfather was an N&W yard conductor, killed on duty; the other is a retired C&O engineer. •

JOHNSON BAR. We have received a great many interesting letters from railroad men, most of whom are or were in engine service, endeavoring to explain where the reverse lever of a steam locomotive got the name Johnson Bar. In at least two cases the name was applied also to non-locomotive equipment.

In 1898-'99 when M. L. McFarland (now 609 Gray St., Green Bay, Wis.) was a boy of 13 he drove teams in pits on town roads and railroad grades. He remembers a bar about six feet long, on the end of a wheel-scraper, which stood vertical while the scraper was being loaded. "When the scraper was full," he writes, "a man on the rear would grab the top of the bar and pull it down to a level position and latch it, after which the team would drive out the pit. This lever was called a Johnson Bar."

According to C. Abraham, Box 492, Shellbrook, Sask., Canada, who operated a wheel-scraper over 40 years ago, the bar on that vehicle was named for Jack Johnson, the world champion pugilist—possibly because it packed such a wallop. O. V. McCollom of Oklahoma City, Okla., says the same name was applied to a small iron bar, bent at one end, that was used to level down gravel or rock ballast under crossties.

But that doesn't explain how the steam locomotive reverse lever got its name. Frank J. Zucco, a New Haven Railroad conductor, offers an interesting theory which he got from George Stevens, an 82-year-old New Haven engineer, retired.

"The original name of the reverse lever was Jouncing Bar," said Stevens, "which sounds very much like Johnson Bar, especially if you say it fast or often. All you had to do to learn how the lever got its name was grab hold of it while the engine was under a full head of steam and it almost jounced your guts out." •

STRASBURG in Lancaster County has been picked as the site for Pennsylvania's new State Railroad Museum, says L. P. Cummings, Jr., Lancaster, Pa. This unanimous decision by the Pennsylvania Historical and Museum Commission has been approved by Governor Scranton.

"It was a tough decision," comments chairman James B. Stevenson, referring to the fact that both Altoona and Mount Union were desperately anxious to secure the proposed Museum—Altoona with a rich background of Pennsy locomotive shops and Mount Union with its present-day steam railroad, the East Broad Top. The chosen locality is famous for its Strasburg Rail Road, also steam-operated, which has been in continuous operation as a common carrier since 1832, making it America's oldest shortline. Last year the Strasburg carried 162,000 passengers.

"If only half of that impressive customer patronage will patronize our project," Mr. Stevenson added, "the Museum could soon be self-supporting."

Other factors in the decision were Strasburg's relative nearness to two major population centers and the Strasburg Rail Road's willingness to donate land on which the Museum will be built. Helping the Commission to reach its verdict were three independent experts on railway history: George Hart, who was No. 7 in *Railroad Magazine's* series of *Interesting Railfans;* George Swetnam, and Earl Heydinger.

D. L. Hallock, vice president of the "Road to Paradise," presented Strasburg's case at the final hearing. The State has set aside $500,000 for the Railroad Museum, with possibly another half-million coming in the future. The Museum is likely to be built on a two-acre tract now owned by the Strasburg Rail Road, east of the station, along Rte. 741 to Gap. Among its exhibits will be most of the Pennsy's historic steam engines now stored at Northumberland.

One result of the decision is certain to be larger and more frequent railfan pilgrimages to the Rail Road, beginning this season. •

BRIEFLY SPEAKING. Five empty stock cars on Great Northern rails, reports the Associated Press, rolled 90 miles across the snow-swept North Dakota prairie last February with no locomotive, propelled by high wind, from Portal to Minot! Has any reader heard of a comparable run?

"Where can I buy a polkadot cap like some engineers wear?" asks Clarence Flaherty, 1035 Ohio, Long Beach 4, Calif.

A new $12 million War Memorial Auditorium has just been opened in Boston, Mass., on the site of the Boston & Albany Railroad yards. Also on the site are a 52-story Prudential Life Insurance building and hotel, both under construction. B&A tracks and a turnpike run beneath the new center.

The Baltimore & Ohio is said to have quietly dropped its petition to the ICC for authority to dispatch trains by radio. The Order of Railway Conductors and Brakeman opposed the petition on the ground that such dispatching would jeopardize the lives of employees and traveling public and the interests of shippers.

Coming in the near future: locomotive rosters of the Northern Alberta and shortlines of Michigan, compiled by Sy Reich.

Three new trains from the Eastern Seaboard to the Midwest have joined the PRR's lineup of freight authorized to travel 60 miles per hour: AC-1 carries general merchandise from Jersey City to Chicago. TT-1A hauls trailers from New York to Chicago, picking up loads at Harrisburg, Altoona, and Pittsburgh. TT-9 hauls trailers from Pittsburgh to Toledo and Detroit.

New two-way communications by radio are now in operation on the Northern Pacific. The lightweight, fully transistorized portables, called Handie Talkies, are recharged at Seattle and St. Paul, where they are deposited at the end of each run by the last conductor on duty. (*Continued on page* 8.)

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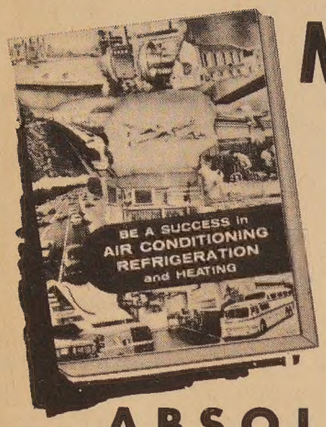

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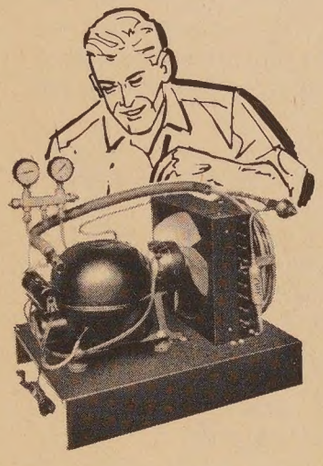

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The Katy has asked the ICC for permission to abandon 287.3 miles of track from Forgan to Wichita Falls, Texas, laments Robert J. Bruhin, Rte. 2, Ada, Okla., who hired out to the M-K-T at Denison, Texas, as a messenger boy when he was 14, and in 1920 he went to work in WX telegraph office there.

There are 22 tunnels on the 10-mile railway line connecting the Yugoslavian mining town of Vares with Breza.

For sale: the 1.6-mile standard-gage Southern San Luis Valley Railroad, built 55 years ago between Blanca and McClintock in southern Colorado. Price $60,000. Apply to Mrs. Martha Martin, Pueblo, Colo., who inherited it six years ago from her father, W. W. McClintock. "I don't care much for trains," she says. "I'd rather run a household."

A Baldwin 2-6-0 steamer, vintage of 1909, rolled into the Baltimore & Ohio's diesel shops at Cumberland, Md., the other day for an overhaul prior to moving to the West Salisbury, Pa., foundry of Martin Knecht & Sons. She will run on the 4-mile Everett (Pa.) tourist-attraction railroad, having been bought from the Northfork Railroad at Clearfield, Ky., for $4,900. Estimated cost of the overhaul was $10,000. The Everett line may buy 3 old Reading coaches.

John Kunzes, who sent us this news, also reports seeing the former Buffalo Creek & Gauley engine No. 3 on a B&O siding at Somerset, Pa., painted green, with the name *Laurel Mountain RR.* lettered on her tender.

Here's a novel twist: Gary Rostad, 16 Portland Ave., Winnipeg 8, Man., Canada, wants to correspond *by tape recordings* with railfans in Australia and New Zealand.

An overheated diesel on the Erie-Lackawanna recently caused the engineman to stop his train at Cattaraugus, N.Y., about 300 feet north of the village fire hall. Flames came from the oil-burning steam boiler in the second unit of the locomotive which provided heat to the 10 passenger cars. For over an hour the train blocked Main Street crossing while local firemen doused the blaze.

We thought the railroads had given away, sold, or otherwise disposed of all their steam locomotive bells sometime ago, but we learn that the Santa Fe has just donated four bells to churches, two to high schools, one to a Chamber of Commerce, and one to KHJ, a TV station at Hollywood, Calif., all in Santa Fe territory. ●

A NEW steam railroad, the Ozark Mountain Scenic line, 2½ miles long, is being built by the Arkansas Corp. It will run from 3 miles north of Eureka Springs, Ark., westward through the mountains across the tail end of Table Rock Lake to the lakeside community of Beaver, Ark. The president, Reat Younger, has set the opening date tentatively at May, 1966. It will use the old Arkansas & Ozarks right-of-way.

The corporation has bought two coal-burning locos: a 35-ton side-rod type with a trailing tender, vintage of 1895, and a rare 22-ton Heisler, vintage of 1922. Both are being rebuilt. Other equipment includes 3 passenger cars, 3 open cars, and a caboose.

"In connection with the railroad," Mr. Younger says, "there will be a fort, a trail city, an arts and crafts building, an artificial waterfall, a sightseeing steamboat, a campers' park, a dude ranch, a Cherokee Indian village, and a stagecoach ride. Construction on these projects will begin as soon as the railroad is completed." ●

BOSTON & MAINE passenger service in Maine ended last January 3rd when the last regularly scheduled passenger train pulled out of Portland for Boston. The ICC had authorized the B&M to cancel its three round trips each Saturday and Sunday and one round trip daily in Maine.

There has been no passenger-train service north of Portland since the Maine Central ceased service in 1960. Public transportation north of Portland since then has been by bus. Mail, formerly carried by crack trains, now also is hauled by bus and truck.

Also in 1960, Portland's once-famous Union Station was razed to make room for a shopping center. However, the Grand Trunk still operates a Saturday passenger train out of its own Portland depot, taking vacationists to Maine's salt-water beaches and as far north as Montreal—in summer only—but there are persistent reports that even this limited service will end in a few months. ●

EFFECTIVE in March, all 265,000 members of the Brotherhood of Railway Clerks became subscribers to *Labor,* the weekly newspaper owned by 18 standard railroad labor organizations and published (at $2 a year) at 400 First St., N.W., Room 106, Washington, D.C. 20001. This increases the paper's large readership by 195,000 (not counting the subscribers' families), for about 70,000 members of the Clerks had already been getting *Labor.* The B. of R.C. is the largest union in the railroad industry and is also a major union in the airlines, embracing the U.S. and Canada. *Labor* is not run for profit and does not accept paid advertising. Ruben Levin is editor and manager. ●

WITH confidence in the future, the Pennsylvania Railroad announces that it is spending over $44 million this year for improvements to its roadbed, structures, and operating facilities. Included are 30,000 tons of heavy new rail, much of it welded into quarter-mile lengths, for main-line tracks plus 40,000 tons of re-processed rail for secondary, siding, and yard tracks.

Seven freight yards are being modernized, scores of bridges are being rebuilt, tunnel clearances are being enlarged, and the use of radio communication in yard offices and on locomotives is being expanded. Also in the program is an order for 40 aluminum covered hopper cars, which will be the first such cars the Pennsy ever owned. This equipment, with more than 550,000 pounds of Kaiser aluminum plate, is being built by Magor Car Corp., Clifton, N.J. ●

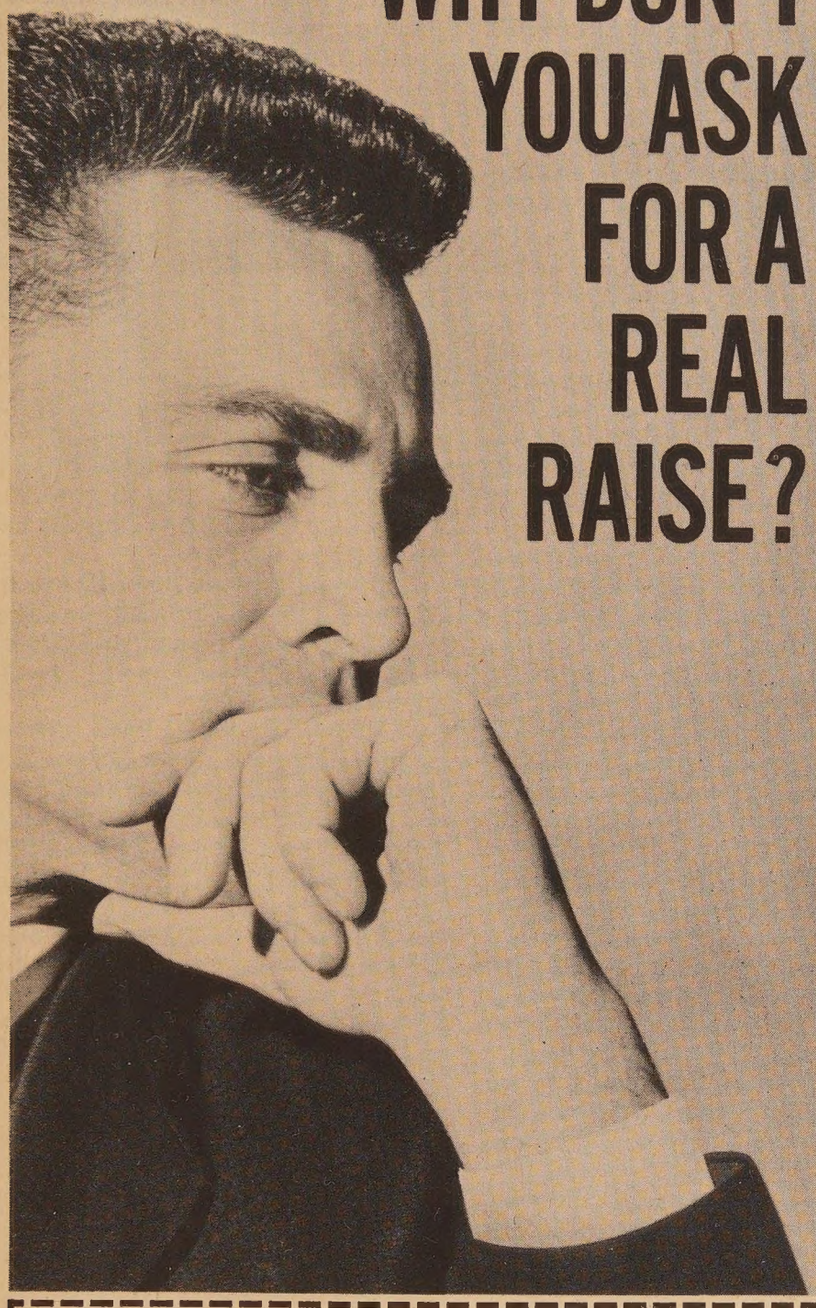
FANTRIP. "Recently I went on a railfan excursion, the first train ever run from Los Angeles to Blythe on the Santa Fe," writes Donald Duke, P.O. Box 8136, San Marino, Calif. 91108. "Some of the oldtimers crawled out from under a rock and attended the trip, too. A new issue of *Railroad Magazine* had just hit the stands and I saw more than a few copies being read and passed around. I listened in on the comments. The general concensus seemed to be that *Railroad* was coming back and the boys now preferred it to any other magazine in the field." ●

BACK in 1906, the year *Railroad Magazine* first hit the news-stands, the Santa Fe's Valley Division operated a rail vehicle, designated Motor No. 1, on train order. It is described by Logan Bacher, 3213 Trout Gulch Rd., Apton, Calif., as having the engine and transmission of an expensive auto plus the body of a hotel bus mounted on track-pushcar wheels. It carried a wooden turntable for its removal from the track. Mr. Bacher wants to hear from oldtimers who remember that vehicle. ●

IS A RAILROAD crossing safer without a watchman than with one? "Yes," said John A. McQueston of Hohokus, N.J., the Erie-Lackawanna's general signal inspector, testifying at a Public Service Commission hearing on the Railroad's application for permission to remove its watchman from the Goundry Street crossing in North Tonawanda, N.Y., as an economy measure. The official maintained that the watchman "tends to confuse pedestrians," who sometimes mistake his signals, and that children don't obey him.

North Tonawanda's attorney, Stephen Carlone, said that if the watchman was such "a public nuisance," it was strange that the railroad waited so long (since 1951) to seek his removal. PSC's decision is expected soon. ●

BEGINNING this summer, a new railroad, the New Hope & Ivyland, is likely to be operating steam trains in



WHY DON'T YOU ASK FOR A REAL RAISE?

Think you may be turned down? Here's how ambitious men get important promotions without even having to ask.

If it's been a long time since you've celebrated a raise in salary, ask yourself why. Are you really worth more money? If you're not sure, look again at men who have moved ahead...men so clearly marked for promotion that when it came it was just what everyone expected.

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334

Canadian residents, write: LaSalle, Box 1001, Montreal 3, Quebec

Linda Cox waves at C&O train.

Bucks County, Pa.—if the ICC approves its application to buy the 16.7-mile, single-track Reading branch line which now carries only three local freight trains each week.

NH&I, operating arm of Steam Trains, Inc., already owns a Canadian National locomotive dating to 1911 as well as one steam engine purchased from a small railroad in North Carolina and two steamers from a shortline in Virginia. The NH&I roster also includes a number of vintage passenger cars and other equipment. It plans to purchase additional rolling stock as needed.

The Reading operated its last passenger train out of New Hope on June 7, 1952. Since then the New Hope station has been sold to the local Historical Society and moved a quarter-mile north of its original site.

Steam Trains, Inc., was formed in 1962 by a group of Philadelphia-area businessmen who hope to "keep this fine old line operative and on a profitable basis." ●

A GERMAN reader says that his letter which we published recently has brought him mail from half a dozen countries. "One correspondent is a stamp collector," writes Joachim Lehnert, 24½ Werdenfeldstrasse, 89 Augsburg, Germany, using good English, "who has helped to increase my railway-thematic stamp collection. The main difference between *Railroad Magazine* and European rail periodicals is that you lay emphasis on the vanishing steam. Your fine departments and articles bring me a wealth of information.

"Like other railfans, I am waiting eagerly for the June 23rd opening of the International Exhibition of Transport to be held this year at Munich, only 40 miles from my home town. Trains of the German Federal Railways, attaining a top speed of 125 miles per hour, will run between Augsburg and Munich. Since I will make numerous trips to Munich to study the Exhibition and take pictures, I would like to supply information and photographs of it to your magazine."

Thanks, Joachim, please do so. ●

FRISCO HOTSHOT, a hobo story by Andrew Caffrey in our January issue, appealed so much to Harold Pinkham, Milton, N.H., that he wrote the following letter to the author (whose present address we do not have):

"Some of us ex-hobos are still around. I started as a freight brakeman on the New York Central, later on the Burlington, and regressed to gandy dancing (working as a section hand), and then became a bindle stiff (hobo) from 1915 to 1931. Finally I was postmaster here at Milton for 22 years but retired at age 70. I want to sit down with you and reminisce about the days before 1931, when hoboing was real. I enjoyed Walt Thayer's letter in *Railroad Magazine* about bindle stiffs (he calls them *bundle stiffs*) still making the harvests." ●

FRANK DONOVAN'S article on stations named for railroad presidents (Feb. '65) reminded Cornelius W. Hauck that Mears Jct. was not the only Denver & Rio Grande depot bearing the name of the late Otto Mears, Rio Grande Southern president. About 2½ miles to the east stood Otto, also named for him. Both stations were on the narrow-gage Marshall Pass line, now abandoned.

Alger, Mich., on the Michigan Central about 40 miles north of Bay City, was named for Gen. Russell Alger, first president and owner of the Detroit, Bay City & Alpena (now the Detroit & Mackinac). He bought a little lumber road, the Tawas & Bay County, gage 3 feet, 2 inches, from C. H. Prescott and pushed it west to connect with the Michigan Central. The junction was named Alger in his honor. Later the DBC&A, as the general renamed the shortline, built a connection with Bay City and cut back the line from Alger to Prescott, which is named for Mr. Prescott. This line operated many years as the Detroit & Mackinac.

Readers have sent Frank Donovan information on other stations named for rail presidents, which he says he'll pass on to us soon. ●

LINDA COX has been waving hello for 15½ years to crews of the Chesapeake & Ohio passenger and freight trains that passed her home in Muskegon, Mich. They call her the *"Cannonball Sweetheart"* because one of those trains is the *Cannonball*. Joseph Plant, conductor, wanted the C&O to give Linda some recognition. He told Ken Bradford, chairman of the road's Better Service chapter, that this girl began waving at trains when she was three.

"Later," he wrote, "she made a large sign with these words printed on it: 'My name is Linda Cox. I am 7 years old. I am in the 2nd grade at Hile School.' At Christmas we exchange gifts. We throw her gift off, as she is always at the fence separating her yard from the railroad tracks. Our gift is waiting for us at the passenger station."

Joe Plant (see item below).
Both photos from C&O

Last June she graduated from high school on her 18th birthday and in the fall she started at Community College in Muskegon. Her home is 4547 Thompson Street in that city.

At Ken's suggestion, the girl was guest of honor at a Better Service meeting and received a Chessie musical kitten. Said Joe: "Linda was delighted. You might have thought we'd given her a gold Cadillac." ●

PERSONALITIES. One of the alltime few railroaders with more than 70 years of service on the same road is John Snell, Portland, Me., who retired in 1964 after 73 years with the Maine Central. He started railroading as a car inspector in 1891 and held jobs ranging from station agent to chief clerk. He is 93 and has been in the Brotherhood of Railway Clerks for 30 years. At retirement he was still driving to work each day and climbing the stairs to his third-floor office.

Interviewing passengers on a New Haven Railroad train, a reporter for the *New Britain Herald* got a caustic reply from one of the riders, Harry Stone, a Cherokee Indian of Silverton, Colo.: "My ancestors used to attack trains like this."

Our apologies to Robert F. Collins, Erie-Lackawanna train dispatcher, 436 Radcliffe St., Wyckoff, N.J. for our failure to credit him with the eye-catching color-shot of Mexican narrow-gage steam seen through the arch of a stone bridge that adorned our April cover. Bob also made the action picture in color of Lackawanna steam engine 1116 that will be used on our June cover to tie in with Bert Pennypacker's article on "100 Years of Lackawanna Steam Power." (*Continued on page* 64.)

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams St., Chicago, Illinois 60603.

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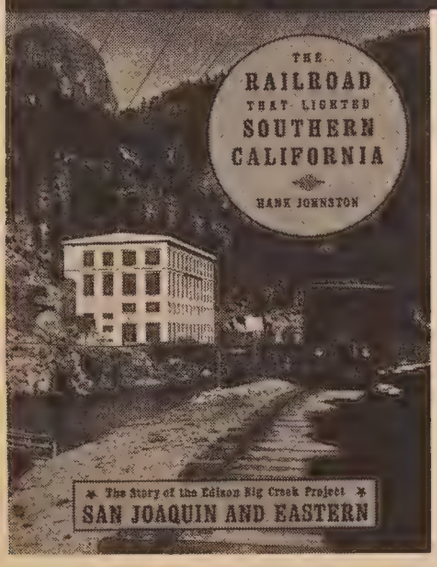
"THE RAILROAD THAT LIGHTED SOUTHERN CALIFORNIA" By Hank Johnston



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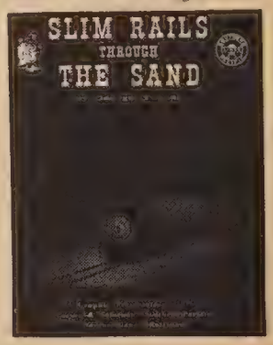
Other 8½" x 11" hardcover favorites – New revised second edition of ***"Ride the Big Red Cars,"*** 240 pages, over 200 illustrations and 60,000 word text by Spencer Crump – $10.00. ***"Slim Rails Through the Sand,"*** George Turner's classic of the S.P. narrow gauge, 112 pages, 212 pictures – $6.95. ***"Redwoods, Iron Horses, and the Pacific"*** is Spencer Crump's profusely illustrated story of the Cal Western "Skunk" Railroad, 160 pages – $8.50. Hank Johnston's ***"Railroads of the Yosemite Valley"*** has 208 pages, 400 illustrations – $12.50



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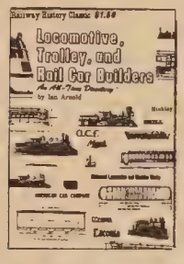

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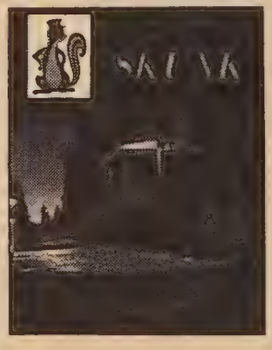

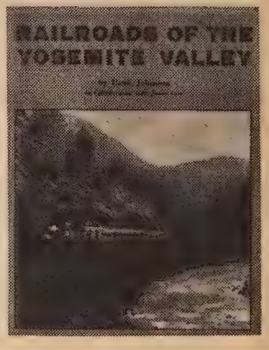

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Shays numbered 1 and 4 are doubleheaded when an overflow crowd converges on the Cass shortline to ride up Cheat Mountain.
Dennis E. Quillen, 905 Montcastle St., Knoxville, Tenn.

The Cass Scenic Railroad in West Virginia Operates

MOUNTAIN-CLIMBING SHAYS

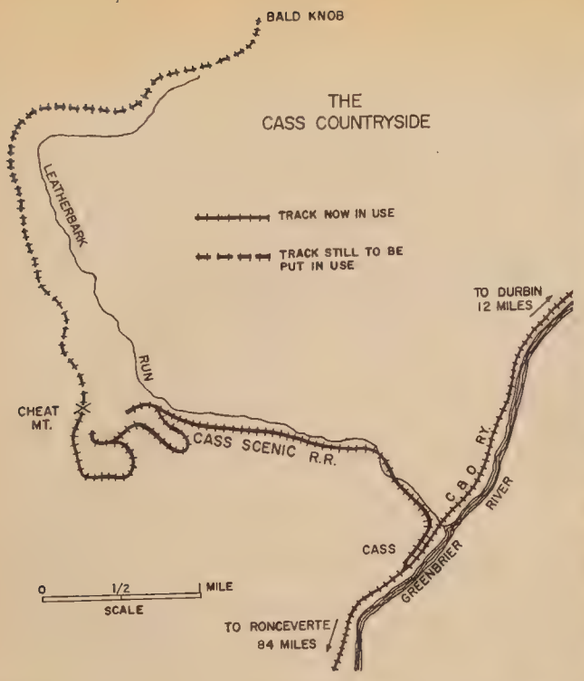
by William E. Warden, Jr.

TWO sharp tugs on a Shay's whistle cord. A loud mournful wail bounces off the side of the former logging company store at Cass, West Virginia, and across the narrow valley to the green-clad hills on the far side of the Greenbrier River. The Cass Scenic Railroad train is ready to go.

A breathless tourist, your author, with camera dangling from a strap around his neck and clutching a ticket, dashes out of the small Chesapeake & Ohio depot and swings aboard one of the four open flatcars that are about to be pushed, not pulled, up the wooded slope of Cheat Mountain on the old right-of-way of the defunct Mower Lumber Company.

Seeing me, the Shay's weatherbeaten hogger grins. There is good reason for Engineer Clyde Galford to be in a benign mood, for thousands of visitors like me have brought a score of Cass men out of retirement and revived a mountain hamlet that was fast becoming a ghost town.

Two of the four flatcars have been equipped incongruously with pastel-hued plastic canopies, contrasting sharply with their old logging-camp appearance.



Map shows location of the Cass Scenic and the C&O.
Drawn by the author

Mrs. Irvine's boarding house stands on a hill overlooking the Cass depot. Here railfans get food and lodging for the night.
William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

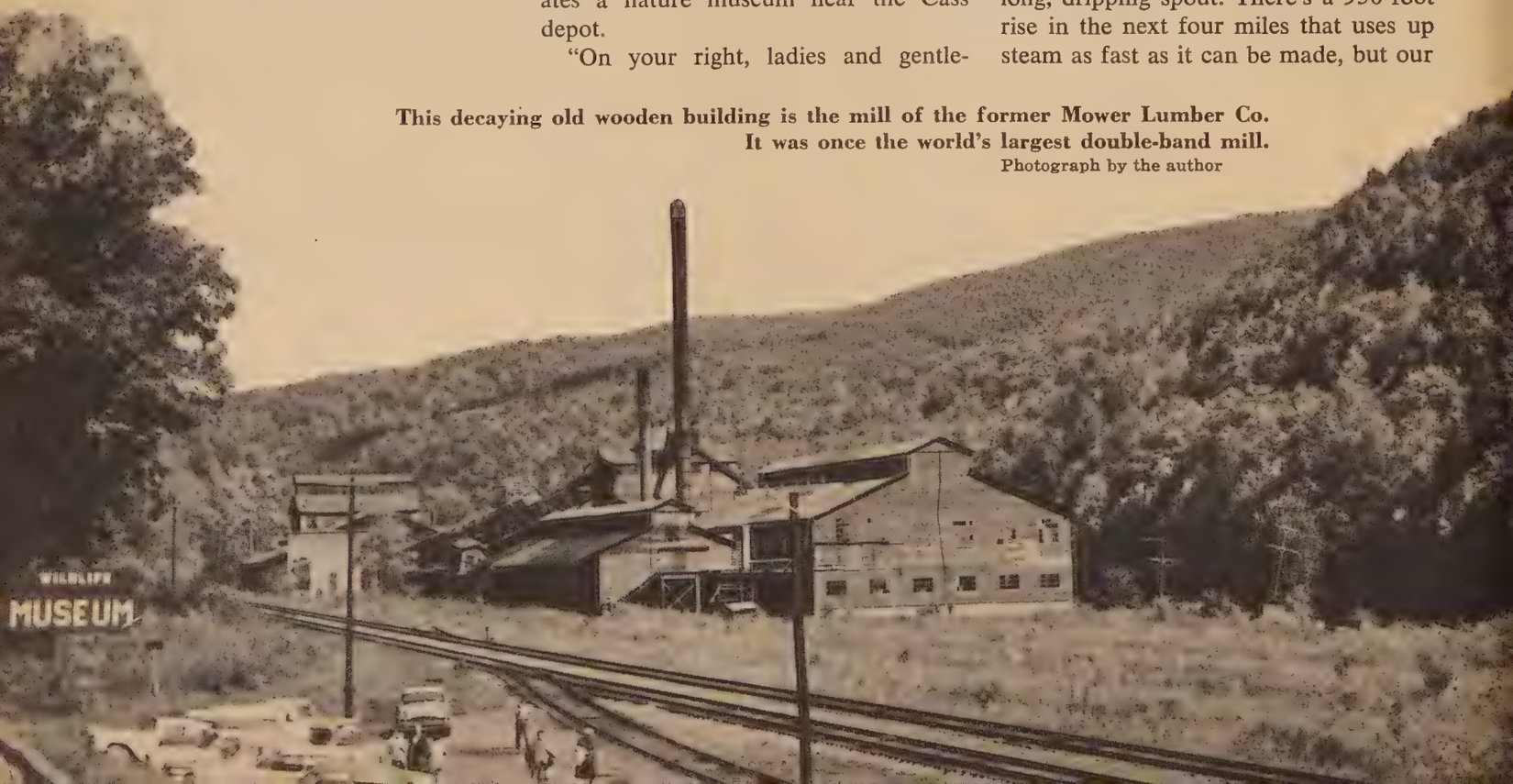
But these cars are genuine log-carriers, or used to be, and the deck I am standing on has borne the snows of more than fifty winters.

Conductor Walter Good calls out, "All aboard!" As the train gets under way, we bump over the only level stretch of track on the entire line—the 300 yards or so of C&O rail that links the depot with the Cass Scenic's lower end of track. The engine exhaust, a window-rattling staccato to start with, turns to a soft mutter, while a cloud of gray smoke billows upward from the huge balloon stack. Right now, I know it's going to be a thrilling ride.

In the front car, the one furthest from the engine, is Warren Blackhurst, microphone in hand, explaining the scenic attractions in that part of Pocahontas County. Like the rest of the train crew, the craggy-faced Warren wears a gray shirt and trousers and a railroader's peaked cap. A job as a circus barker might have equipped him for his present occupation, but our guide never worked for the big top. Instead, he taught high-school English for years in a neighboring town and authored two novels about the logging industry. He also writes a column for *The West Virginia Hillbilly* newspaper and he operates a nature museum near the Cass depot.

"On your right, ladies and gentlemen," he says, "is the old sawmill of the Mower Lumber Company." He gestures at the sprawling skeleton of a red wooden building. "At one time, twenty-five hundred men worked there and in the woods hereabout, cutting logs and sawing them up. The mill, the railroad, and the general store you saw back by the depot were all run by the lumber company before they shut down in 1960."

At his words, I can almost smell the pungent aroma of fresh sawdust and hear the harsh scream of a saw blade biting into hardwood. Moments later, the little train turns left and passes a wooden trackside water tank with a long, dripping spout. There's a 950-foot rise in the next four miles that uses up steam as fast as it can be made, but our



This decaying old wooden building is the mill of the former Mower Lumber Co. It was once the world's largest double-band mill.
Photograph by the author

Shay usually takes a drink at the end of each run, in preparation for the next trip, so she doesn't stop now.

Our guide is still spieling. "Over there is the shop where the road used to make all engine repairs." He points to a cavernous structure with a corrugated-iron roof. The shop, still doing repair work, contains parts of ex-Mower Lumber Shay No. 5, which the Cass employees hope to rebuild this year to augment Nos. 1, 4, and 7 presently in service. And the train crew is not above stopping anywhere to replace a brake-shoe or do a minor maintenance job in front of a hundred or so gaping passengers.

Next we pass a string of ancient camp cars that look like outsized boxcars. In these, the loggers—"wood hicks," they were called in these parts—lived during the week and rode into town on payday for a spree of liquor, cards, and scarlet women. Coupled to the campers are several badly dilapidated C&O coaches. The Chesapeake & Ohio donated them to the Cass road but they proved too long to negotiate the scenic line's steep grade.

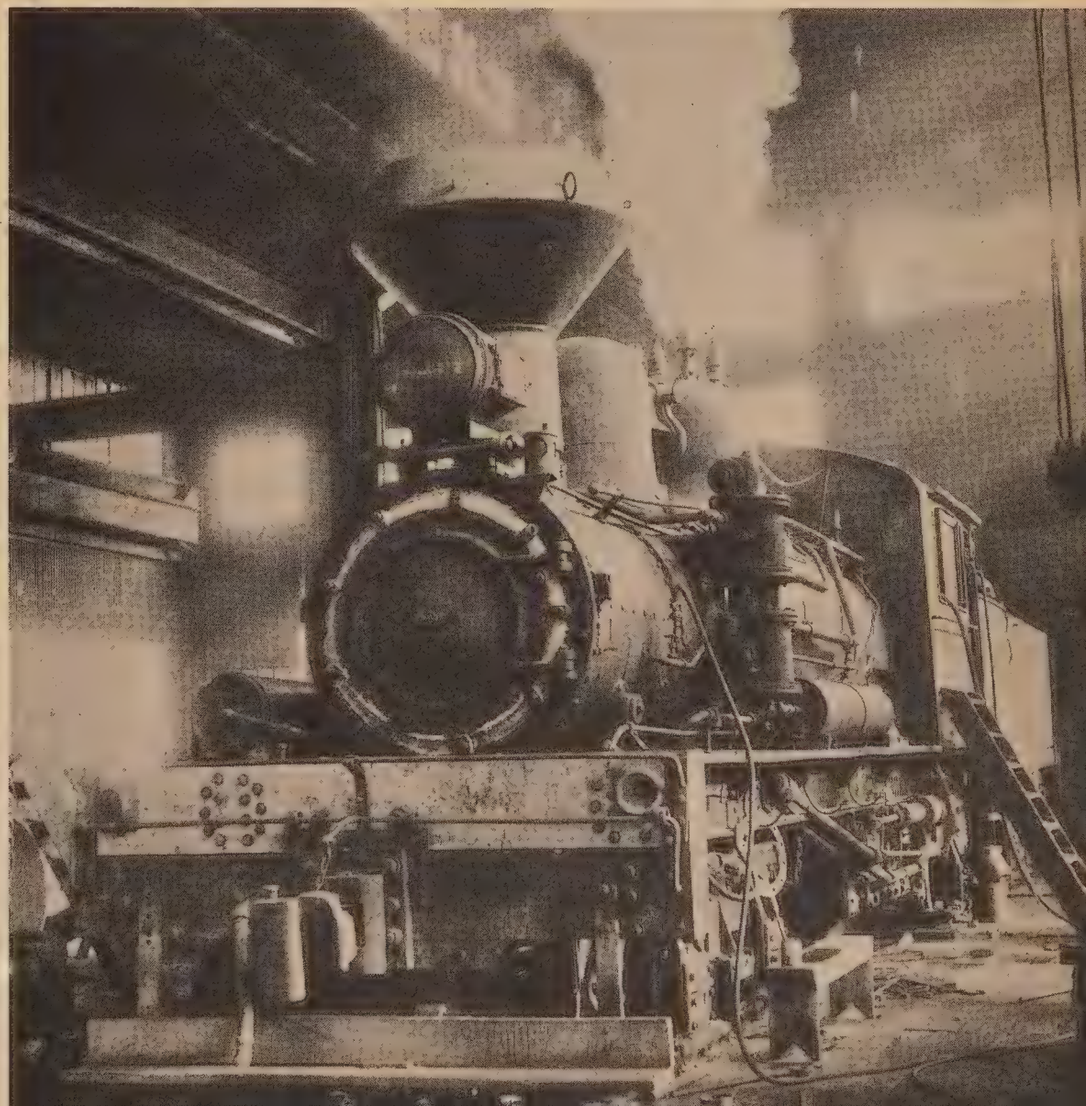
Now a barefoot toddler munching a cookie waves to us from a clearing, and we pause at a highway crossing. A fat man who missed the train at the depot waddles out of an old auto and boards it here. As we start again—climbing, always climbing—the guide announces, "We're so glad to have passengers that we'll stop anywhere to pick 'em up."

OAK, maple, ash, and poplar, crowding down to trackside, form an arch overhead, their tree leaves blackened with engine smoke. This, we are told, is one of the largest wilderness areas left east of the Rockies, more than 65,000 acres. It is also one of the nation's last refuges of the black bear, a stuffed specimen of which stands at the entrance to Blackhurst's nature museum. It would have thrilled me to see a live bear amble across the track, but all the wildlife seen on the trip are squirrels, chipmunks, bluejays, and now and then a hawk wheeling overhead.

The track gets steeper. Our Shay's hammering exhaust grows deafening now; a torrent of black smoke and sparks belches from her stack. Although the engine is on the rear, ostensibly to keep cinders off the passengers, some specks rain down on us anyway. Along this stretch, Engineer Galford told me later in his laconic mountain manner, a horde of caterpillars once stalled a logging train by setting on the track and making the rails too slick to navigate. Warren Blackhurst warned smok-

Shortline's Shays use the former Chesapeake & Ohio water tower at Cass.
Photograph by the author

John P. Killoran, Asst. Supt., Watgoa State Park, Huntersville, W. Va.
With steam up for the first time in almost ten years, Shay No. 5 is tested in the cavernous Cass shops. She is the oldest engine on the Cass roster, having been in continuous service on the lumber road there for sixty years, and is still operating.



Our author, William E. Warden, Jr. (holding a camera) is shown standing beside John P. Killoran, who helped him to take photos for this article. Another Warden feature, on the Buffalo Creek & Gauley, appeared in our Aug. '62 issue.

Photo by Dan Fink

Station Agent Long stamps Cass ticket. He also works for Chesapeake & Ohio.

Photograph by the author

ers to put their cigarette butts into cans provided on the cars instead of flicking them overboard.

"The engine usually starts one or two brush fires a week," he says "and she doesn't need any help from the passengers."

With the grade at 11 percent, we traverse the most interesting feature of the trip, the road's two switchbacks. The two brakemen, Ivan Clarkson and F. J. Haptonstall, deftly bend the iron and we barely pause. Between the switchbacks, the engine is pulling hard and the passengers in the cars without roofs must scramble under cover or be deluged with cinders.

Leaving the switchbacks behind, the train toils around a seemingly endless curve and emerges from the forest into a vast mountain meadow known as Gum Field, dotted with countless bright-hued wildflowers. The view is breathtaking.

"You can see clear back to Highland County, Virginia, twenty-five miles away," says Clarkson.

With more than 22 years of seniority on the Cass Road and its predecessors, he has viewed this panorama thousands of times but enjoys sharing it with others. You stare in the direction he points, observing ridge after ridge of laurel and rhododendron-tinted mountains marching to the far horizon.

This is the highest point (elevation 3380 feet) reached by any standard-gage, adhesion-traction, passenger railroad east of the Mississippi. Gazing around at the sky and the valleys below, I had the feeling of being on top of the world.

Photograph by the author

Rain clouds overhang doubleheaded special train of National Railway Historical Society, Richmond and Wheeling chapters.

Passengers riding flatcars almost completely hide Shay No. 4 as she struggles up the wooded slope of Cheat Mountain.
Photograph by the author

Cass No. 1 shown in the days when she hauled logs for Mower Lumber Co.

Russell C. Baum, 540 Race St., Sunbury, Pa.

In the near future, the Cass men expect to put into operation 8 more miles of track, up 4842-foot Bald Knob. You will be able to ride to the second highest spot in West Virginia. But for now, this meadow is the end of the line, and the State has installed picnic tables here. You can either go back down again on the return trip or stay and picnic a while and catch the next train.

On the downward journey the Shay has no need to work steam. Haptonstall and Clarkson lean into their brake clubs as we approach the switchbacks, but tell us there's nothing to worry about. The only runaway worth mentioning, where logs and loggers were strewn over the landscape, happened more than twenty years ago. Besides, because of this grade, the Shays are equipped with extra-heavy air and hand brakes.

The crew like to recall a certain derailment of long ago. A veteran engineer named Piney Williams, who was rarely seen without a corncob pipe, was at the throttle when the Shay left the rails. After the dust had settled, he was found stunned but unhurt, his pipe bowl gone but the stem still clenched in his teeth.

Our return trip is halted briefly by a trackside blaze which the locomotive started on her way up. Unlimbering a hose connected to the injector, the crew men quickly douse the smouldering underbrush.

Back at Cass depot, the train is greeted by a host of railfans and other tourists awaiting the next run. Two banjo-pickers, looking as weathered as the old sawmill, are playing folk tunes on the depot platform. With them are two slick chicks, college co-eds with high-fashioned hair-dos and sloppy Joe sweaters, singing *New River Train.* Happily I grin at them.

If you'd like to stay over in Cass and ride the line again tomorrow, as I did, check in at Mrs. Ollie Ervine's boarding house on the hill behind the depot. Sit down at the old-fashioned supper table and enjoy her huge platters of country ham, garden vegetables, mashed white potatoes and home-baked bread and apple pie.

The local version of the Santa Fe's Harvey House does a big business during the railroad season. Eating there is half the fun of a trip on the Cass Scenic. After dinner, talk to the natives about the village and its logging pike, about the good times and bad they have known, and learn why the old Shays are still running.

(Below) Doubleheaded by hard-working Shays 1 and 4, a Cass Scenic train rounds curve near Harry Gum Field.
Photograph by the author

Cass depot window frames view of a Shay, No. 4, filling the sky with great clouds of photogenic smoke.
Both photos by the author

BACK in 1902, the C&O built up the Greenbrier Valley from Ronceverte through Cass to a connection with the Western Maryland at Durbin. As time went on, the iron horse opened up vast timberlands in the area. At first only a small logging railroad, the Greenbrier & Elk River, operated out of Cass. Around 1910 the West Virginia Pulp & Paper Company, which controlled the little railroad through a subsidiary, bought outright 173,000 acres of heavily-forested mountains and valleys around Cass, and the town began to boom.

The Pulp & Paper people built the company store (now privately operated as a gift shop and restaurant) and the sawmill, at one time the world's largest double-band mill, and expanded the logging railroad to bring out red spruce pulpwood and hardwood. The line was rechristened the Greenbrier, Cheat, & Elk Railroad and operated for years as a common carrier.

Growth was rapid. By 1920, the

Engineer Clyde Galford oils a Shay, No. 4, at Cass depot before starting another run up slope of Cheat Mountain.

Mower Lbr. No. 4 (now Cass loco) with "Paul Bunyan's toothpicks" in '55.
D. Wallace Johnson, 1012 Stillwell Rd., Richmond 26, Va.

Photograph by John P. Killoran

Shay 4-spot lifts five flatcars loaded with tourists up stretch of 6 percent grade above first switchback. It's a picturesque ride, one that you shouldn't miss.

GC&E had over 101 miles of track in operation. Eleven engines smoked and whistled through the woods while 1,500 men were cutting and sawing logs. Steam operated Lidgerwood Overhead Skidders moved the giant toothpicks to the railroad, where Barnhart Log Loaders raised them onto the cars. The roster grew to a maximum of twelve engines, all steamers, including No. 12, whose four trucks and 205 tons of loaded weight are reputed to have made her the world's largest Shay.

The constant taking up and relaying of track to reach new timber stands kept thirty crews of gandy dancers busy. These men were mostly European immigrants—Poles, Czechs, Italians, and Austrians, rough and tough, brought in by boxcar. Payday found many of them in line at the local post office mailing money back home. Others bellied up to the bar, got drunk, and spent some of their hard-earned pay on red-lipped harlots.

But when the loggers came out of the woods after sundown on a Saturday, Cass really became "a subdivision of hell," Blackhurst called it. A roaring lumber camp. The girls sang bawdy songs, dancing and winking and lifting their dresses. Men cheated at cards. Tempers flared and knives were drawn. The girls screamed. Blood flowed. At times in the 1920's the murders in and around Cass are said to have averaged nearly one a month!

Shortly after World War II began, the pulpwood played out; and in 1942, after a brief shutdown, F. Edwin Mower, head of the Mower Lumber Company, bought the entire Cass operation, including the railroad. By that time the property totaled 65,000 acres. Mower was a strong-willed individualist. He had been in the logging and lumber exporting business for eighteen of his 43 years and owned several timber tracts in West Virginia.

No stand of timber lasts forever. By 1960 Mower Lumber had retrenched to 35 miles of track, only three Shays, and three trains a week. There were still two hundred or so loggers, mill hands, and railroaders on the payroll on July first when, without warning, the company shut down the mill.

Aside from the National Science Foundation's Radio Telescope, which had been erected in nearby Greenbank the previous year, the area had little industry. The bleak specter of mass unemployment hung over the valley.

Regardless of who was responsible, the property was sold to Walworth Farms, which soon abandoned the

Roster of Cass Scenic and Its Predecessors

(Compiled by G. P. Vance, Wm. P. McNeel, and John P. Killoran for forthcoming book "The Shay Locomotive," by Michael Koch, used here with permission. All locos were Shays except No. 9, a Climax.)

No. 1 (first) weight 42 tons, 2 trucks, builder's No. 630, built 1900 for West Virginia Spruce Company and lettered "Greenbrier & Elk River Railroad"; traded in 1915 to North Fork Lumber Company, Nottingham, W. Va., for second No. 1.

No. 1 (second), 65 tons, 3 trucks, builder's No. 1519, built 1905 for G. W. Huntley Lumber Co., Ronceverte and Neola, W. Va.; then Flint Erving & Stoner Lumber Co.; Thornwood, W. Va.; then North Fork Lumber Co.; traded in 1915 for first No. 1. Now in service on Cass Scenic line.

No. 2, 70 tons, 3, No. 836, built 1904 for W. Va. Spruce; scrapped at Cass in 1930's.

No. 3, 70 tons, 3, No. 754, built 1903 for W. Va. Spruce; scrapped in early 1930's.

No. 4 (first), 80 tons, 3, No. 926, built for W. Va. Spruce; sold to Commer & Tanner, Columbus, Tex.

No. 4 (second) 80 tons, 3, No. 3189, built 1922 for Birch Valley Lumber Company, Tioga, W. Va.; sold to Mower Lumber Company. Now in service on Cass Scenic Railroad.

No. 5, 80 tons, 3, No. 1503, built 1905 for W. Va. Spruce. Now in Cass service.

No. 6, 70 tons, 3, No. 1907, built 1907 for Lewisburg & Ronceverte Railroad; then W. Va. Pulp & Paper Co.; sold to Preston County Coal Corp., Tunnelton, W. Va., in late 1930's.

No. 7 (first), 42 tons, 2, No. 2563, built 1912 for W. Va. Pulp & Paper, Dobbins, W. Va.; used to build dam for Luke, Md., paper mill before going to Cass; sold to Western Maryland Ry.

No. 7 (second), 80 tons, 3, No. 3131, built 1922 for Raine Lbr., Clover Lick, W. Va.; to Meadow River Lbr., Rainelle, W. Va. in 1937; to Cass Scenic in 1964. Now in service.

No. 8, 100 tons, 3, No. 2583, built 1912 for W. Va. Pulp & Paper, Cass; scrapped in 1930's.

No. 9, Climax, 40 tons, 2, No. 534, built 1934 for Greenbrier, Cheat & Elk Valley Railroad at Cass; scrapped in late 1930's.

No. 10, 70 tons, 3, No. 2765, built 1914 to Canadian Govt. specifications but was delivered instead to W. Va. Pulp & Paper; sold to R.E. Wood Lbr., Hotchkiss, W. Va., date unknown.

No. 11, 100 tons, 3, No. 2799, built 1914 for W. Va. Pulp & Paper, lettered GC&E RR; converted to 4 trucks in 1937 by GC&E, retired 1950, scrapped 1955 at Cass.

No. 12, 154 tons, 3 trucks, No. 3156, built 1921 for W. Va. Paper & Pulp Company at Cass, lettered GC&E RR; converted to 4-truck engine weighing 203 tons by GC&E shop at Cass; retired 1950 and scrapped 1955 at Cass.

No. 13, 150 tons, 4, No. 1586, built 1906 for C&O; to Va. P&P in late '20's, scrapped '55.

No. 14, 150 tons, 4, No. 2248, built 1910 for C&O; to W. Va. P&P in late '20's, scrapped '55.

The man shown cleaning off the incessant barrage of cinders from a car vestibule is Ben Dickens, first superintendent of Cass Scenic Railroad.

Photograph by the author

operation entirely. In September, 1960, dismantling of the rail line began. Grim-faced and despondent, Cass citizens faced a hard, hungry winter, and the little town withered.

Then two men got into the picture: Jim Comstock, the editor and publisher of the *West Virginia Hillbilly*, and Bill Sperry, who owned a motel in a nearby village. A third man, Russell Baum, of Sunbury, Pennsylvania, visiting the region on a three-day vacation and staying in Sperry's motel, was shocked at the sight of wreckers tearing up his favorite railroad. At the suggestion of Comstock and Sperry, the Sunbury man visited Charleston, the capital of West Virginia, and brought the Cass's plight to the attention of lawmakers there.

One of the latter, Delegate J. C. Cruikshank, induced Baum to address a special session of the State Legislature.

So moving was his oratory that the Legislature appointed a committee to weigh the possibilities of making the little railroad a tourist attraction. Meanwhile P. F. Long, the C&O agent at Cass, and a grocer named Jack Kane headed a group of civic-minded men which succeeded in holding up the job of wrecking the railroad.

The solons of depressed West Virginia were less than enthusiastic about the State operating a tourist railroad, but their committee visited the line, rode up the slope of Cheat Mountain behind a belching Shay, and dined in the camp cars. Returning to the capital, they recommended that the State acquire the Cass Railroad and operate it. Cruikshank persuaded Governor Barron to look into the matter and introduced a resolution "requesting the Conservation Commission to purchase the logging railroad." Heated arguments followed. At length the Legislature appropriated $150,000 to buy the road and its rolling stock, and lease the Harry Gum farm on Cheat Mountain.

Later, an additional $40,000 was thrown in for the maintenance shop. Cass had been hauled back from death's door.

On June 15, 1963, after many false starts and delays, the Cass Scenic was finally opened for business. Despite inexperienced management, the project became a financial success. Some 23,106 passengers rode gaily up Cheat Mountain in 1963 and 36,523 made the trip in 1964.

Last winter the State bought a long-unused Shay from another old logging line, the Meadow River Railroad, for stand-by power. With this encouragement, Cass Shay No. 5, that is currently undergoing repairs, should be out of the shop in a jiffy and on her feet again.

Cass trains run Saturdays, Sundays, and holidays, May 15 to June 12; thereafter daily till Oct. 31, when it reverts to previous schedule. Trains leave 11 a.m., 1 p.m., and 3 p.m. Also 5 p.m. every Sunday. Daylight saving time observed.

This, then, is the story of the Cass Scenic Railroad. As I was leaving the scene with some other visitors, Warren Blackhurst called out: "Be sure to come back. We hope to reopen the rest of the line soon and show the tourists a new attraction, an underground waterfall on Gum Field."

All this and Heaven, too. With the extra mileage and an underground waterfall added to the already superb vista, a lot of vacationists with kids and cameras will be swarming into Cass this season to ride behind the mountain-climbing Shays. ●

Photograph by John P. Killoran

Making a steady 10 miles per hour, the shortline's "new" Shay, No. 7, steams along the double-track C&O main line en route from Rainelle to Cass. The 145-mile trip took two days, including a layover in the C&O terminal at Hinton.

A Train for the Wealthy:

THE FLYING DUDE

"Dudes" chartered a string of Pullmans on the New Haven to convey them between their city offices and their country homes.
Both photographs from George E. Hough, Jr., of The Falmouth (Mass.) Enterprise

A TRAIN whose regional connotations of aristocratic aloofness still finds occasional echoes around Buzzard's Bay and Falmouth, Massachusetts, was *The Flying Dude*, which in the closing decades of the nineteenth century and until the war year of 1914 whisked affluent passengers from Boston to the resort areas of Western Cape Cod in all the privacy of a gentleman's club and with many of a club's amenities of comfort.

In 1884, the word *dude* had a somewhat less parochial significance that it came later to achieve as a synonym for fastidious dress, and embraced men of Corinthian tastes and the means for the gratification on a broader scale than merely sartorially.

"The New Haven's *Dude Train's* passengers were hardly dudes in the narrow sense of the word," read a feature on this celebrated flyer in *The Falmouth Enterprise* for October 19, 1945, "but they were folks whose money put them in a class by themselves in the eyes of people who didn't get to ride on the crack train."

They were dudes in the sense that they could afford a train club and a chartered string of Pullmans to take them back and forth between city offices and country homes. They were dudes in that they could enjoy the luxury of great estates along the Falmouth shore. Their names were Beebe, Fay, Weld, Minot, and Emmons, and all others remembered as belonging to the Falmouth estates just before and after the turn of the century. Regular passengers included Richard Olney, President Cleveland's Secretary of State; John Parkinson, a State Street banker, and the Forbes family of Naushon Island.

In 1884 these men of wealth who summered along the Old Colony Railroad line between Falmouth and Wareham arranged to charter a train to make the regular week-day trip between Falmouth and Boston. The private train was given the name *Dude* by its first conductor, Harry Meyers of North Easton, and the name clung. As its speed became matter of public knowledge, it was soon called *The Flying Dude*.

The Flying Dude left Boston weekdays at 3:10 p.m. and reached Woods Hole at 4:50 p.m. Returning, it left Woods Hole at 7:40 a.m. and was due in Boston at 9:25 a.m. Its first stop on run out of Boston was Tempest Knob, just below Wareham, where many opulent families maintained summer homes. Its stops were only where passengers requested. Its passenger list was limited to subscribers. Other persons were allowed to ride only by presenting a guest card, signed by the subscriber extending the invitation.

by Lucius Beebe and Charles Clegg

This train streaked through the countryside between Holbrook and Middleboro, attaining a speed of a mile a minute along this stretch. No train since has brought country and city so close together in time. The *Dude* had the advantage of the best equipment of its day and no stops for commuters along most of its route. In 1892, a Fairhaven *Dude* was added between Boston and Fairhaven, and in 1896 was consolidated with the Woods Hole *Dude*.

The Flying Dude was a First World War casualty. It made its last run on October 2, 1916; there was no *Dude* for the war summer of 1917. An investigation by the Public Service Commission in 1914 gave the public an inside picture of the *Dude's* service. *The Enterprise* reported:

"After considering all the circumstances under which the *Dude* train is operated by the New York, New Haven & Hartford Railroad, the Public Service Commission has decided the arrangements for the summer are in conformity to law and the train will be allowed to run. The railroad has filed its tariff schedule to go into effect June 5 for the private train between Boston and Woods Hole. This service is for the exclusive use of the members of the train club, who have guaranteed the company a minimum income of $22,185 for the season between June 5 and October 5. The passengers will pay the regular local fares, trip rates, excursion or commutation fares obtained on the general service, and will have the privilege of transportation of family supplies, at their own risk, in packages not exceeding 60 pounds. Baggage, dogs, and other articles are to be handled in accordance with the regular tariff. The commission finds there is no discrimination in the arrangement."

First equipment of the Woods Hole *Dude* comprised an Old Colony combination car 168 and Old Colony drawing-room cars *Naushon* and *Mayflower*, which later gave way to Old Colony drawing-room cars *King Philip* and *Cottage City*. The first locomotive assigned to the *Dude* was the *Foxboro*, No. 100. Equipment always consisted of two parlor cars and a combination baggage-smoker.

Conductor August S. Messer of *The Flying Dude*, shown in his frock coat and gold Albert watch-chain of office, was on first-name terms with the great of State Street and the Beacon Hill Brahmins. He literally died in harness from the excitement of preparing his beloved train for its first run in the summer season of 1904.

The *Dude's* original train crew included Conductor Harry Meyers, Engineer James Davis, Fireman Edward Proud, Baggagemaster Wyman Lincoln, and Brakeman Walter Pierce. A few years later Augustus S. Messer became the conductor. He served for 14 years. When he died in May, 1904, he was the oldest conductor in point of service on the New Haven. He had been a conductor for 32 years and all of that time on the Woods Hole and Boston run. Messer was first conductor to bring a train to Woods Hole when the Old Colony line was extended from Monument Beach in July, 1872.

While *The Flying Dude* never achieved either the longevity or the world-wide celebrity accorded *The Fall River Boat Trains* whose collective life span lasted longer than ninety years, it was nevertheless a New England institution, remembered to this day for its flashing varnish cars as they sped, filled with affluent frock coats from State Street and chatelaine watches from the Back Bay, to its rendezvous with expensive cheerfulness at Buzzard's Bay in an age when the summer homes of millionaires clustered as thickly along the Massachusetts beach resorts as autumn leaves on Valombrossa. In an age and place where style was vastly appreciated *The Flying Dude* was possessed of that quality in ample abundance. ●

This story of *The Flying Dude* and its illustrations are excerpted from Volume 1, *The Train We Rode*, by Lucius Beebe and Charles Clegg, which will be published next September by Howell-North Books.

ROUNDHOUSE BLUES

by Rockwood T. Roberts

Engine assigned to author for first road trip as engineer.

IF YOU ever pulled the throttle on a steam locomotive you will never forget your first trip on the right side of the cab. It is like unreeling a film with each detail standing out as plainly as if the run had been yesterday. My own first run as an engineer was on the Boston & Albany road around 1923, the time of the nation-wide machinists' strike. When I registered for duty at the roundhouse office in Worcester, Mass., that day I was proud and happy. But let's begin at the beginning.

During the first World War, after a couple of years in the enginehouse, I managed to get on as a fireman. Business was booming and experience came fast. In a little over a year I had handled the scoop on every job out of our terminal. There were no stokers then and even the heaviest freighter was hand-fired.

As I look back now, it was next to slavery. Shoveling a dozen tons of coal on a trip was hard work. In the winter, cabs were drafty. You'd blister your left leg at the firedoor while the rest of your body felt like an icicle. In the summer, while you were crawling up the grades, heat from the firebox was like a blast of hell, and how you sweated!

And while all this was going on, the "real estate" that had been piled high on the tender when you left the terminal dwindled mysteriously to the point where you could no longer reach it. Many a tallowpot quit right on the main line, never to return, not even to draw that final paycheck. But the boys with courage and grit who stuck it out eventually had a change for the better.

Such a change came with the advent of the Mikado, which caused many a fireman to decide to pile up seniority. This type of power was far different from the heavy, clumsy Consolidateds. The trailer under her cab made the engine ride like a cradle, and the drivers were big, allowing for a steady roll across the flats. The Mikes could climb hills, too, with the ease of a deer. They steamed so free that we would leave the automatic airdoor open halfway. It was a pleasure to have a run with a Mike, for when your trip was over, even on the heaviest drags, you had little or no fatigue. And when the long machinists' strike ended and much of the power was in a deplorable condition, the Mikados were still tops.

At the time, I had done some running on yard jobs but never had the opportunity of getting out onto the main. When the callboy knocked on my door and wanted to know if I'd accept an emergency assignment as hogger in place of my regular firing job I was thrilled.

"What engine will I get?" I asked.

"There ain't much power around," came the reply. "Looks as if you'll get a Mikado coming in on the fast freight from the east."

IT WAS a fine spring evening and rapidly growing dark. "I'll be right down," I said, my heart beating fast.

My wife also was pleased. She had put our only youngster to bed and hastened to pack an extra large lunch for me. When she kissed me good-bye she caught my excitement.

"You sure you have everything?" she asked. "Your gloves, timecard, and goggles?"

On such a trip goggles are of the utmost importance. I opened the lid of my lunch basket and saw the case right on top. My ten-minute walk to the enginehouse was almost a jog. But as I entered the office the dispatcher greeted me with words that punctured my ego:

"Sorry to have bothered you, Rocky, but our spare list was used up. We tried everywhere and you were the last man. I don't think you'll have any trouble, though even if this is your first road trip. You've got a good fireman and a Mike, the 1210."

I shrugged the words off as an insult. Me have trouble? Before the night ended I'd show this bird what a first-class runner I was.

As I registered in, I compared my watch with the standard clock on the smoke-stained wall and then I walked out of the office and into the bunkroom to don my overalls. The valve-oil can and the long oiler awaited me in the oil-room. When I climbed into the cab, the fireman had everything ready. The steel deck had been washed down, the safety valves were humming, the butterfly door was open, and the back of the fire was banked with green coal.

I promptly filled my lubricator and started the compressor. In the oil-tray I found the heavy cast-iron torch. Knocking the wick out an inch, I stuck it into the fire, where it ignited and flickered. Then I dropped to the floor of the house and finished the job of grooming the iron steed. When this was done I called up to the fireman.

"I'm going to the oil-room to get some sticks of hard grease. Might have a hot back end before the night's over."

"I'm going back, too," said the tallowpot. "We need a jug of fresh water and some ice."

While I was walking along the rear wall of the poorly lighted house I heard a chain rattle as my fireman yanked the anchor from beneath the drivers. I had planned to remove the chain prior to calling for the turntable.

The laborer in the oil-room handed me an extra bundle of waste, some spare valve oil—precious in those days—and a half dozen sticks of grease. Happy at my good fortune, I whistled a tune and returned to the engine. Tonight I was determined to show my stuff.

A wise old hogger had given me some practical advice. "Don't do as I do," he would say, "but pick out the good points from a hundred engineers, roll them all together and then you'll become a speed artist."

Locked in my anxious chest were more than a hundred tricks that I aimed to display that night. With these thoughts in mind I retraced my steps. All was quiet save for the steady blows of a machinist hammering a chisel. Then came a lull, followed abruptly by what sounded like the dropping of a bomb.

That ear-splitting din made me think that some mighty force was flailing a metal cab roof. The ground rocked and trembled. Next came a terrific thud. For a second I was stupefied. Then I gathered my wits and ran to the middle section of the fifteen-stall roundhouse where I had left my precious Mikado. To my shocked surprise I found the track bare, but in the dim light I caught sight of the tender at the front door!

Part of the brick wall of the roundhouse was missing. Through the dust and a thin trickle of steam I could see the dark April sky sprinkled with stars. I rushed over to the table. There lay my pride and joy, the 1210, with her nose down like a sleeping monster, the only sign of life being the rhythmic panting of her pump.

Floodlights from the house roof revealed that the cab was empty. Suddenly I was gripped with fear for what may have happened to my fireman. With a feeling of relief I saw him running toward me and heard him shout: "What happened? What happened?"

I STOOD speechless until the door of the office across the table flew open and out popped the substitute night foreman, Dan Stines. Dan was a locomotive engineer who did spare work. This time he reacted like an angry bull. Soon the place was swarming with employees.

Tommy Carter, the chief trainmaster, showed up and took charge. His orders were crisp and to the point. To the raving foreman he said: "Have your clerk call the yard and cancel the freight run! Put in a call for the entire wreck crew!" He turned to me. "You the hogger of this engine?"

His thumb went toward the pit. Too scared to talk, I simply nodded .

"Get another engine quick, anyone, and bring up the crane! We've got a twelve-hour job ahead of us."

Dan Stines had started for his office but hesitated. "I haven't a single bit of power except what's in the house. I—I—" he was almost in tears as he spoke.

Carter glanced at the idle coal track. "What's that down there?"

"That's junk we haven't used for a month. She's slated for the shop."

"She'll handle the wreck outfit," the trainmaster snapped. "Now get going!"

It was only a routine job for the wreckmaster, who was used to such chores. He had the front end of the 1210 raised and blocked, and when she was level with the tracks he shoved the old girl back into the house.

For me it was a grim and boring ordeal. Instead of a pleasant trip at the throttle of a speedy Mikado where I'd been ready to show my ability, I sat for hours on a rusting old goat, crawling back and forth while the wrecking gang labored and sweated, my mind weighted with a dread of discipline. I might even be fired. But as it turned out later, I didn't get so much as a brownie to mar my record.

What had transpired that night was something that every major railroad in the country was experiencing in the early 1920's. It concerned the superheater. The mechanical departments, striving for coal-saving efficiency, knew that considerable heat was being wasted by going up the stack. After much experimenting they found a way to use much of this energy.

In an ordinary saturated steam boiler, steam travels from the throttle valve in the dome direct to the cylinders. With the superheater it travels first through a bundle of small pipes located in about three dozen large tubes. These little pipes, surrounded by hot gases going from the firebox to the stack, pick up a lot of heat. The steam becomes very dry and hot, reaching temperatures above 700 degrees. The best valve oil put out by Galena would flash at 550, and so a problem was created.

After a long hard pull the cylinder walls would become heated to the high temperatures. While the engine was working steam, lubrication was excellent, but the closing of the throttle for a long drift opened relief valves at the cylinders, thus letting fresh air be sucked in. At this time the oil lining the hot cylinder walls would immediately flash and burn, destroying the lubrication.

Then came trouble. In time this was solved by special drifting valves and other devices, but at the start the only method was to place a booster valve at the lubricator. When this valve opened, a fair amount of saturated steam would flow through the oil pipes to the cylinders, helping to cool them down below the flash point of the oil. This extra steam was like cracking the throttle.

The 1210's throttle had been leaking quite a bit and the opening of the booster valve was sufficient to close the relief valves, thus building up pressure in the cylinders. When my fireman removed the anchor chain he inadvertently set the stage for the runaway which temporarily turned me into a drudge instead of a proud road runner.

Back and forth! Back and forth! What a wearisome job it was to work with the wreck crew that night. But before the sun came up I was relieved and allowed to go home. Crawling into bed, I slept away my frustration. It was supper time when I woke up.

MY WIFE had set the table as usual, placing a copy of the evening newspaper over my plate. I grabbed the paper. My heart sank as I saw a large photograph of the 1210 on page one—my engine, tilted downward into the turntable pit—and I read the reporter's story of the mishap.

As my wife poured the coffee, she asked casually: "Have a nice trip last night, honey? I bet you showed them how to get a train over the road."

"Yeah," I said, without looking up. "Running ain't very different from handling a scoop."

She buttered four slices of toast. "You were lucky to get away from the roundhouse before that accident," glancing at the newspaper. "I suppose some thick-witted engineer wasn't onto his job."

I kept reading. "It's funny about railroad men," I said. "Some of them just don't have what it takes."

This remark may have applied to me at the time of the mishap, but not for long. I am the type that learns fast. In fact, when Tommy Carter presided at the hearing which investigated the cause of No. 1210 running away, I was there, of course, and I was responsible for the following notice being tacked up on the bulletin board at the Worcester roundhouse:

"In the future enginemen must not open the booster valve on the lubricator until they are coupled to their train and ready to leave the terminal."

That took care of one problem. Later, I made my first road trip as a hogger and it was okay. In time I became a locomotive boiler inspector for the Interstate Commerce Commission. I told about one of the cases I looked into, a Delaware & Hudson boiler explosion, in the February '65 issue of *Railroad Magazine*. But I'll never forget my initial experience with the 1210. Some of my old pals living around Boston and Worcester will doubtless kid me about it, even today, but at my stage of life a fellow can stand kidding. •

SWITCHING ENGINES ON WESTERN RAILS

by H. L. Kelso

Southern Pacific 0-6-0 No. 1289, with stainless-steel numbers and letters, at Los Angeles Union Station 20 years ago.
Photographs on these two pages by the author

SALES PITCHES of three great locomotive builders—Lima, Baldwin, and Alco—failed to put over their 0-8-0 switchers in the West. Relatively few goats of that type were sold there. Among the roads which never bought even one new 0-8-0 are the Union Pacific, the Santa Fe, the Southern Pacific, and the Denver & Rio Grande Western.

In fact, the Rio Grande never cared much for standard yard engines of *any* wheel arrangement. You could count on your fingers and toes the total number of 0-6-0's that this system used, the last ones being built as early as 1909. Its 1949 roster listed only three in service. From Denver to Ogden and in between, most of the Rio Grande's shunting during the Steam Age was done by road engines which had been displaced from mainline service by more modern power.

A 1900 issue of Britain's *Railway Magazine* carried an interesting article on the origin of the "horseback switching system" that is said to have been popular on the Rio Grande in the Colorado mining towns of Walsenberg and Trinidad. Whether this story is truth or legend I don't know and apparently none of the present-day D&RGW public relations men know either.

It seems that one day a cowboy, after watching a switchman at work in the Trinidad yard plodding slowly from one car to another, had a brilliant idea for saving time. Urging his pony across the tracks, he rode fearlessly between the cars, arranged the couplers, and gave the engineer a signal to make the coupling. He then spurred his mount from one coupling to the next, and the train was made up in less than half the time it would have taken the railroad man afoot.

Word of this feat reached the local yardmaster. Despite the protests of union switchmen, he sent out a call for horsemen to work for the railroad. The first to apply were three Berry brothers, cowpunchers on a nearby ranch. It didn't take these fellows long to train their ponies for the new job, and soon men and beasts alike became adept at switching cars. They succeeded so well, it is said, that the yardmaster hired additional cowpokes as switchmen and thus started a practice which other yards copied.

I MENTIONED that the Southern Pacific refused to buy new 0-8-0's, but it recognized the value of heavy switchers and began building them in its own shops. Unlike the Santa Fe, which converted old road engines into switchers, the SP used serviceable boilers from retired Atlantic-type passenger engines, together with other parts, to build yard goats.

You might almost call these engines brand new because they were built from new frames, cylinders integrally cast in the East, new driving-wheel centers and tires, and other new appurtenances. Anyhow, they sallied forth to become blockade-busters in the California area.

A total of eight good-looking and capable goats, weighing 229,000 pounds on drivers, were outshopped in Sacramento, the first one going into service in May, 1930. By the following April seven of them were at work, but the eighth, due to the Depression, was not outshopped until April, 1937.

Using boilers from retired 2-6-6-2 Mallets, built by Baldwin in 1910, the system's Texas & New Orleans shops in Houston, Texas, turned out 12 nearly-new 0-8-0's in 1930. These engines were heavier than the Sacramento-built homespuns. Each weighed 232,800 pounds and sported a husky tractive effort of 55,900 pounds. Cylinders measured 25x30 inches and driver diameter 57 inches.

Their efficiency is shown by the fact that they were among the last steamers operated on the T&NO. Four found their way to California and two of them, along with five of the Sacramento-built engines, were on SP's 1957 roster.

The Houston breed differed in appearance from those built in Sacramento in that their bells were perched atop the smokebox just ahead of the stack and they had but one sandbox of double capacity to service both front and rear drivers. Furthermore, Houston switchers were equipped with Vanderbilt tenders while the Californians used the square or box type. Incidentally, tenders for the latter came from the Los Angeles shops, rebuilt from old road-engine tenders.

Except for seven 0-8-0's built by Baldwin in about 1900, which the road inherited when the SP took over the El Paso & Southwestern in 1924, no 0-8-0 ever saw service on that great system. One of the seven, No. 1400, was not scrapped until late in 1950. The Houston homespuns were the only 0-8-0's ever used on the T&NO.

OUR reference to the SP not rebuilding old road engines into 0-8-0's does not apply to all SP switchers. The road did rebuild 29 road 4-6-0's into 0-6-0 switchers between the years 1895 and 1902. Some of the ancient Ten-wheelers dated back to the 1860's with such honored names as Mason, McKay & Aldus, Rhode Island, Cooke and Rogers being among the original builders.

Cylinder diameter for all of the rebuilds was 18x24 inches, but otherwise no two of them were alike when running. Driver diameters varied from 54 to 60 inches. All in all, they were a heterogenous lot of makeshift shifters. One, however, a McKay & Aldus of 1867 vintage, was not consigned to goat heaven until 1930.

Prior to 1906, all new 0-6-0's came to the road equipped with 57-inch drivers. Then, until 1919, all new switchers from major builders, (Alco, Baldwin, and Lima) had 51-inch drivers. This change in diameter would not appear so odd were it not for the fact that when the SP decided to build new switchers in its Sacramento shops, the 57-inch wheel again returned to favor.

There were 32 Sacramento-built goats, each weighing 153,000 pounds on drivers and outshopped between 1919 and 1923. The road's Los Angeles shops also turned out six identical switchers in this period. All 38 were really good and, like the 0-8-0's, remained in service till the end of steam on the Espee. Thirty-seven 0-6-0's appear on the road's 1957 roster, 16 being California-built.

Among the many engines of various types donated to cities and parks by the Southern Pacific, 16 were 0-6-0's but only five were California-built. A complete listing of SP engine donations appeared in the October '63 issue of this magazine.

Tenders for the California breed were revolutionary in design, being cylindrical. Very few, if any, such tenders were ever used on other railroads in America.

The SP, however, had tenders of all types—rectangular, half-round, Vanderbilt, and fantail—and often interchanged from one locomotive to another. Some camera fans can produce pictures showing a certain engine with different kinds of tenders tied to her tail.

Twelve 0-6-0's, each weighing 155,100 pounds on drivers, were outshopped in the T&NO's Houston shops in 1925-'26. These were the heaviest of that type ever used on the system and they likewise remained in service to the end of T&NO steam. Each had 57-inch driving wheels.

Also worthy of mention was the conversion of two old Baldwin 0-6-0's into 0-6-0T's that handled shop and roundhouse chores at the SP's Taylor and Alhambra facilities in Los Angeles.

These two oddballs were semi-streamlined, sans skirts, and their designer deserves a medal for producing the finest looking shop goats ever to tow a dead engine onto a turntable. One of them is pictured on this page.

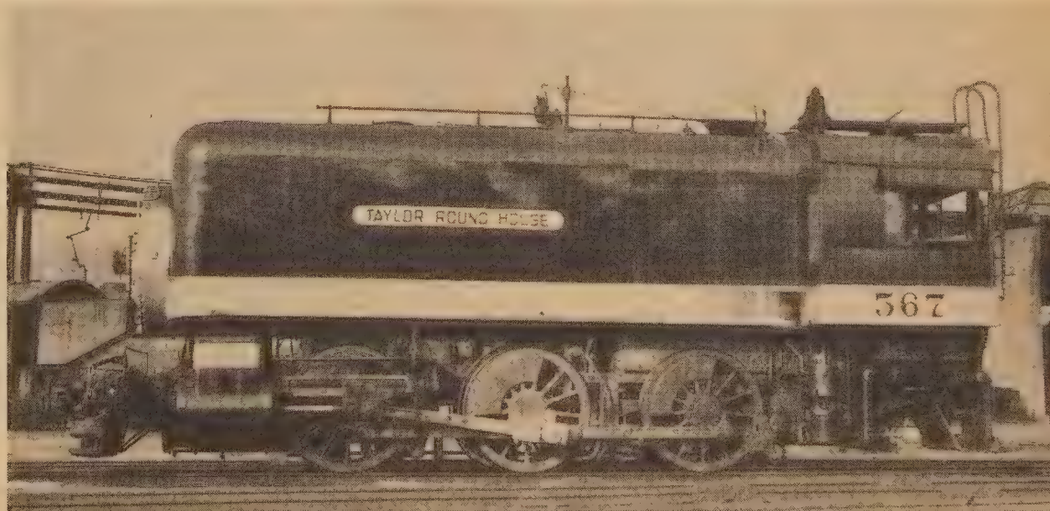
Moving over to the Great Northern, we find a fleet of 40 beautifully designed 0-8-0's that undoubtedly were never duplicated on any other railroad in the world. These Belpaire-boilered Baldwin's came to the road in 1918 and, as I see it, this one and only order by the "Big G" for 0-8-0 yard goats was the smartest single locomotive purchase the road ever made.

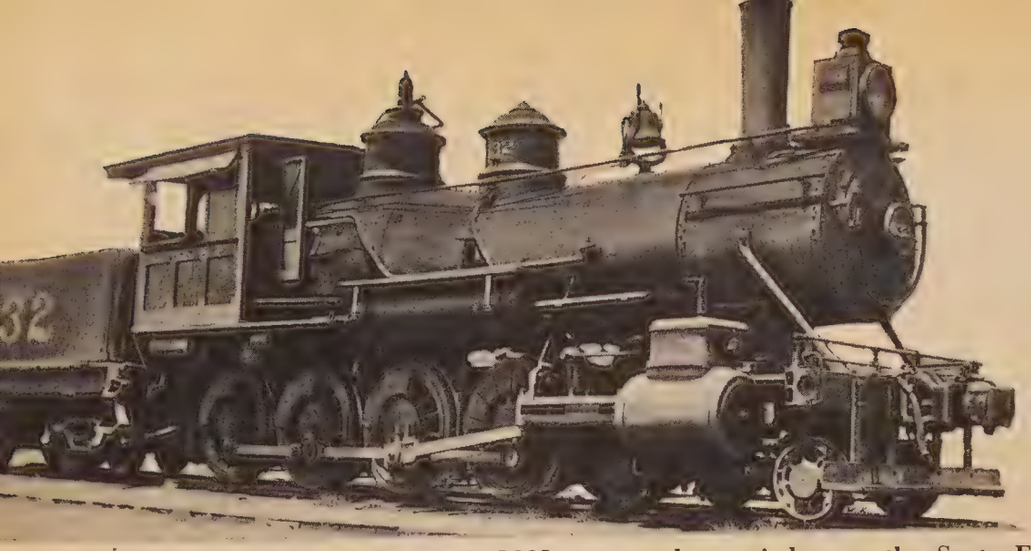
Cylinder dimensions for the big brutes measured 26x28 inches while weight on drivers was 232,600 pounds. I do not know why a 55-inch driving wheel was chosen, but despite this oddity, the machines rated a whopping tractive effort of 58,500 pounds. Many a heavier 0-8-0 could not match this for power.

The GN had, of course, scads of 0-6-0's in service during the Steam Age but none of them had any outstanding features. I knew them right well, having fired at least one of them.

TURNING now to the Northern Pacific we find one of the few big Western roads that *did* buy brand new 0-8-0 switchers. But had it not been for the United States Railroad Administration alloting the NP four new Alco 0-8-0's, it is not likely that the road would ever have owned a large switcher.

No. 567 was one of the Southern Pacific's two semi-streamlined oddball goats.





Consolidation type No. 632, built 1881, was used as switcher on the Santa Fe.
R. P. Middlebrook, 2744 Columbia St., San Diego, Calif.

All four performed so well that 20 nearly identical switchers were bought from Alco in 1920.

Let's detour for a minute to the subject of rosters. Several listings from different sources give all 24 of those engines 25x28-inch cylinders and 51,000 tractive effort, but the *Locomotive Cyclopedia* for 1922 credits the later 20 of them with 24x28-inch cylinders. The same *Cyclopedia* also says the tractive effort of the USRA engines was 55,000 pounds. Question: did the NP actually have 24 big switchers with 25x28-inch cylinders or did the *Cyclopedia* goof? Perhaps some NP fan can tell us.

The Northern Pacific's 900 Class 0-6-0's furnish a couple of unusual stories. One has to do with No. 900 which the NP sold to the Tacoma Municipal Belt Line in the late thirties. When the old goat arrived in Tacoma from Pasco, where she had been stored, she was minus a number plate. This annoyed the Tacoma people and they wired a protest. To placate the Belt Line, the NP took a plate from No. 912 and sent it to Tacoma. Thus 900 became No. 912 and wound up her career bearing that number! No wonder historians sometimes get their engine numbers mixed.

Another story has to do with 0-6-0's numbered 916 and 917, creaking old relics that had been retired but not dismantled. An acute shortage of motive power in the wartime year of 1944 resulted in the two 1901 models being reactivated. But when they came out of the shops they had been converted from coal- to wood-burners, believe it or not! New diamond stacks with spark arresters were applied to minimize fire hazard and away they went to work in the yards at Shelton, Wash. Their fuel was waste wood from sawmills.

Along with a description of the two oddballs, the Seattle *Post Intelligencer* stated that the ICC had okayed the engines for "garden" work but not to run on the main line. In case you didn't know, *garden* is rail lingo for classification yard.

THE BURLINGTON story was different. Both the 0-6-0's and 0-8-0's on that system provide some interesting copy. The 0-6-0's—all 35 of them—were the heaviest of that type ever used on a Western road, except for the 203,000-pound engines of the Terminal Railroad Association of St. Louis. Those CB&Q giants weighed a monstrous 185,000 pounds on drivers. They were rebuilt from Prairie type (2-6-2) engines in the company's shops in 1929-'30.

An additional 22 Prairies were converted to 0-6-0's, each weighing but 169,000 pounds on drivers but still rather ponderous. It is generally known that the Burlington was the originator and largest user of Prairie type locomotives in America; and when these fleet but rather impotent engines were superceded by more modern power they took their place in history as being the only such American rebuilds ever used.

In 1936 the Burlington was operating 183 yard goats of the 0-6-0 type. Many, of course, had been bought new and some were a bit unusual in that their air pumps were located on the pilot. This feature wasn't a Burlington exclusive but the arrangement was far from standard on yard goats in general.

And some of the Burlington's 0-6-0's were handled by "goat-herders" from the left side of the cab! Other than the Minnesota Transfer and the Manufacturer's Railroad of St. Louis, I know of no other portside goats that operated on our railroads.

Only seventeen 0-8-0's saw service on the Burlington. Ten were bought new from Alco in 1919 and handled the heavier chores until 1927-'28, when the road rebuilt seven lumbering old Mallets into 0-8-0's in its own shops. Weighing 256,300 pounds on drivers, they were the heaviest 0-8-0's ever owned by a trunk line west of Chicago.

Next to the Santa Fe, which had 110 0-8-0's in service at one time or another, the largest user of 0-8-0's west of the Mississippi was the Missouri Pacific. Ninety-five of the big goats cavorted on that road. The Milwaukee Road owned but two 0-8-0's; the Chicago & North Western eight, and the Rock Island ten. No 0-8-0 steamer ever graced Frisco or Western Pacific.

Our next article will briefly describe Katy yard engines and then go eastward, where mammoth 0-8-0's bounced boxcars and bull-buggies around like nobody's business. •

Collection of Walt Thayer, Box 75, Wenatchee, Wash.
Only oldtimers can recall "Armstrong" turntables such as this one with a narrow-gage 0-6-0T switcher near Noumea, New Caledonia, about 1943.

Union Pacific switching locomotive of long ago engaged in construction work on large fill for Lane cutoff.
Union Pacific Railroad

Photograph by Mile Runey

She waits for waybills before hauling ore to Kelly Lake, Great Northern classification yard in Mesabi, Minn., area.

MONORAIL

AMF Monorail (pictured at left and right) at the New York World's Fair, which reopens April 22nd. Below is an artist's rendition of the proposed monorail terminal and a train in El Paso, Texas, as they are expected to look if and when service begins between El Paso and Juarez, Mexico. A preliminary contract for this project has been signed by AMF and the International Monorail Corporation of El Paso.

Three photos by American Machine & Foundry Co., 261 Madison Ave., New York City

Steve Maguire's

TRANSIT TOPICS

CHICAGO Transit Authority is asking the Federal Housing Authority for $30 million to assist it in building a new rapid-transit line on the median strip of Kennedy (formerly Northwest) Expressway to the western portion of Chicago, and not too far from O'Hare Airport.

Steve Maguire

Total cost is estimated at $45 million. The additional sum will have to come from matching funds of city or state. The line would leave the present Congress-Douglas-Milwaukee subway at Logan Square to run along the Expressway.

Apparently the objections by competing railroads, especially the Chicago & North Western, were overcome by CTA's decision not to go all the way to O'Hare Airport or even to Cumberland Avenue but to terminate nearer downtown at Central Avenue.

"Due to admirable foresight, the median strip on the Expressway was built wide enough to accommodate a rail line," comments Alex L. H. Darragh, 242 Greenleaf Ave., Wilmette, Illinois.

Group from Upper Canada College, in period costumes, re-enacted visit to Toronto exactly 100 years before by a delegation of 21 "Fathers of Confederacy" from the maritime area. We see a rubber-tired version of an oldtime horsecar.
Canadian Pacific "Spanner"

FIRST rails for the new Bay Area Rapid Transit District line in the San Francisco area, which have been laid at Concord, Calif., mark the start of a seven-year project that will see 75 miles of wide-gage (5′6″) track connecting San Francisco with its environs.

NEW general manager of the Massachusetts Bay Transportation Authority is Maj. Gen. Rush B. Lincoln, who re-

Car 32 of old Commonwealth Ave. Street Ry., later part of Middlesex & Boston St. Ry., now bus line. Date, about 1900.
Collection of S. Kimball, Flint, Mich.

No. 3101 once rolled over Los Angeles Transit lines, is now at Gold Camp Railway Museum, Cripple Creek, Colo.

This exhibit at the St. Louis Museum of Transport was first an Illinois Terminal motor, later St. Louis Car Co. No. 9.
Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

places the ousted Tom McLernon and who has plans of his own for innovations and changes in the Boston area transportation setup.

Prior to Lincoln's taking over last January, the Authority agreed to a 3-year contract with the Boston & Maine whereby MBTA will subsidize the commuter trains—that are now losing money—to the extent of $3 million a year, with an option to continue the subsidy for an additional two years. The B&M will thus continue its present commuter trains and has even agreed to a 70 percent increase in service in the area covered by the Authority operations. This ends temporarily the threat of cessation of the service, as planned last year by the railroad, reports Jim Crimmins, Exeter, N.H.

NEW plan for a rapid-transit system in Washington, D.C., as announced by the National Capitol Transportation Agency, provides a greatly curtailed rail line, only 25 miles long, with resultant lower total estimated cost of just over $400 million. Half the line would be in a subway in the city's central area. Initial routes would not leave the District except for a short piece near Silver Spring, Md. At a later date, when and if feasible, extensions could reach into the suburbs.

CAR No. 6 is now in service on the M&O subway line at Leonard's Department Store in Ft. Worth, Texas, we learn from *Short Circuit Bulletin,* monthly publication of the Texas ERA, 206 Milam Bldg., San Antonio, Texas 78205. Rebuilt from a PCC car that used to run in the District of Columbia, as were the first five M&O cars, No. 6 replaces a car with a burned-out motor. A new subway station is being built near the tunnel entrance. Ten more acres have been bought to enlarge the parking lot.

DUQUESNE INCLINE, previously marked for acquisition and possible scrapping, has been given a reprieve. The Port Authority of Allegheny County, which bought it in January, is leasing it to the Society for the Preservation of the Duquesne Heights Incline, which will continue to operate it, reports John Cerny, 1022 Province St., Pittsburgh, Pa. A plaque will be placed there by the Pittsburgh History and Landmarks Foundation.

THE TROLLEY used in the film version of Tennessee Williams' play *A Streetcar Named Desire* was actually No. 922, not 832, as we stated recently. However, the 832 was pictured on the program when the stage play ran in New Orleans and was used later in publicity releases. For this correction we thank A. L. LaSalle, Box 241, Robbinville, N.C.

WELLS STREET terminal served Chicago, Aurora & Elgin interurban trains until September 20, 1953, when the last train pulled out shortly after midnight, writes E. Leigh Morris, RFD 3, Box 245, Naperville, Ill., in correcting a date we gave as 1955. Mr. Morris is writing a CA&E book and asks our readers for facts, anecdotes, photos, tickets, ticket daters, etc., on that line.

BACK in the U.S. after 62 years is a 1903 Brill open trolley that had been running in Sao Paulo, Brazil. Now it's housed in the American Transportation Building at Carrillon Park, Dayton, Ohio, together with old autos, fire engines, airplanes, and the like, reports *The Christian Science Monitor,* a daily newspaper.

A Daytonian visiting Sao Paulo last year saw the open trolley, observed that it looked like those that used to run in Dayton, and arranged for its purchase and shipment. The Moore-McCormack Lines and the National Cash Register Co. helped to pay the cost of transporting the car back home.

"REVISIONS have greatly increased the cost of printing our book, *Electric Locomotive Rosters,*" laments Robert J. Wayner, Box 871, Ansonia Station, New York, N.Y. 10023. "The printer says he can't complete it till he gets an additional several hundred dollars from us. But no buyer of this book will be charged more than the original price. Orders are still coming in. We expect soon to have enough money to meet printing costs and get the book off the press and distributed."

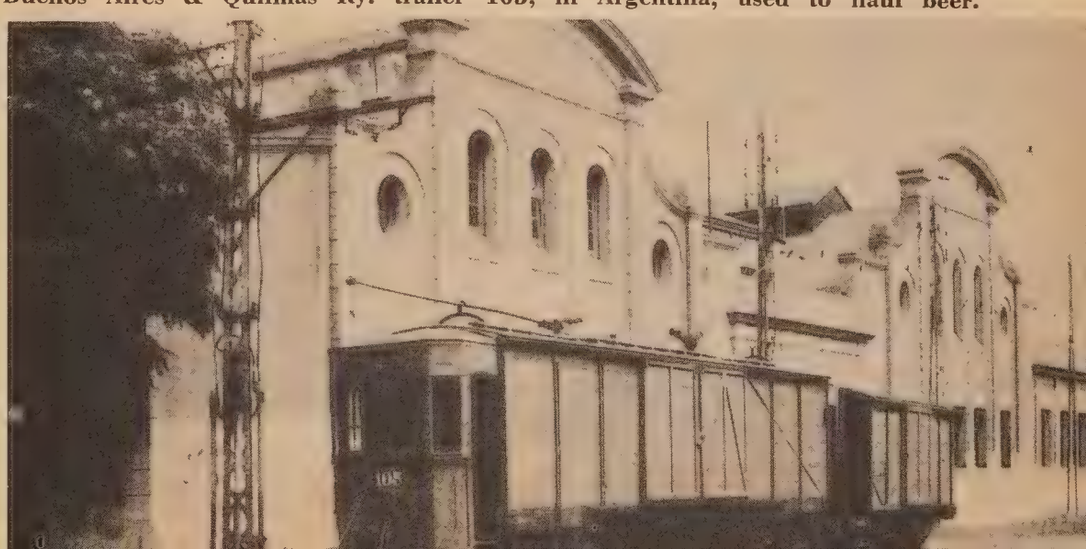
Trolley Museum News

TROLLEY service on the Gold Camp Railway began on half a mile of track at Cripple Creek, Colo., last August 29th, reports G. W. Phillips, 7144 East 4th Ave., Denver, Colo., who is general manager of the line.

The railway has leased the 5.4 mile right-of-way of the former Midland Terminal Railroad between Cripple Creek and Victor and hopes to have track laid between those towns this sum-

Collection of Stephen D. Maguire

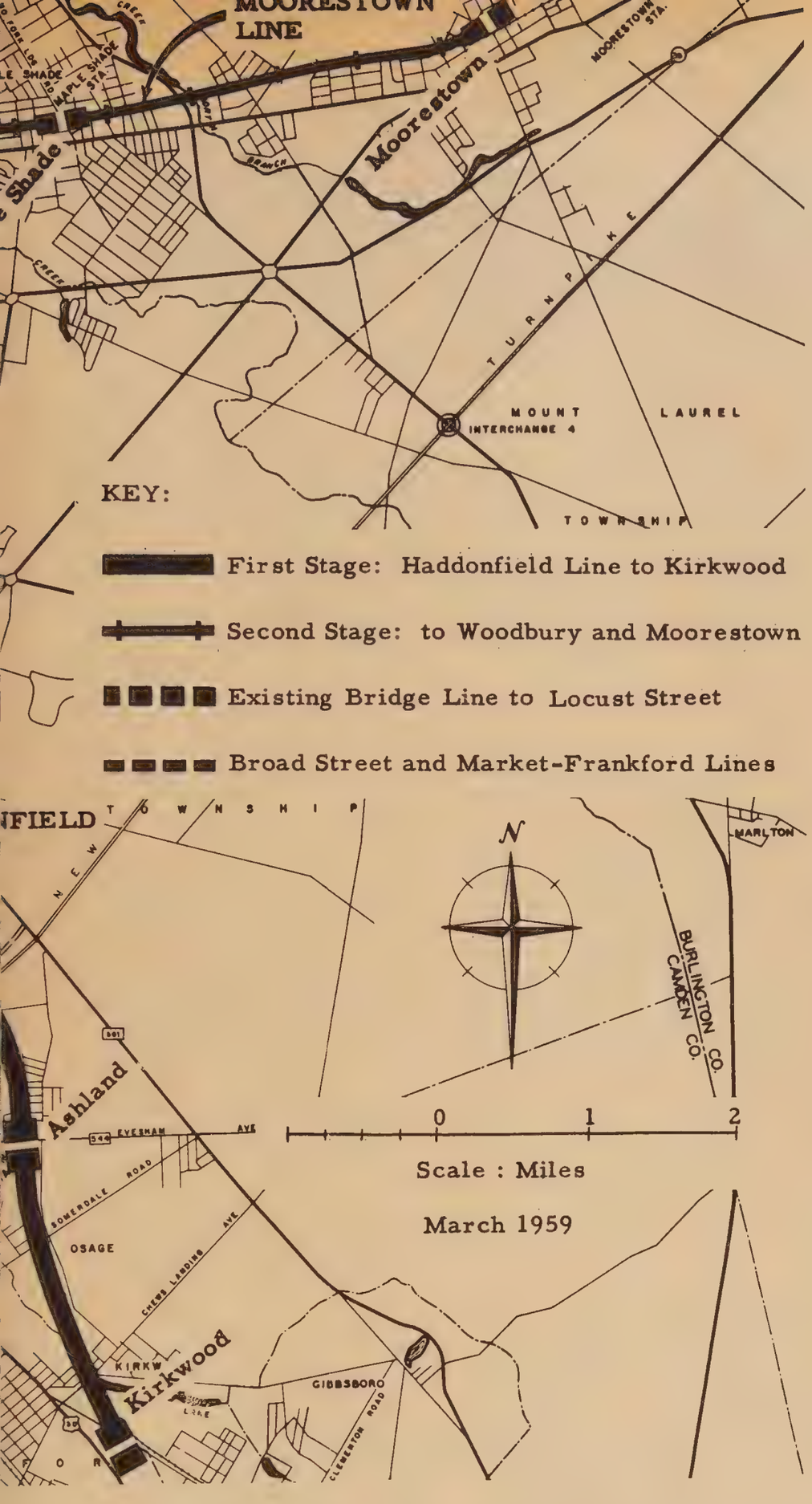
Buenos Aires & Quilmas Ry. trailer 105, in Argentina, used to haul beer.



mer. The track gage of 42 inches was selected because ex-Los Angeles PCC cars are to run along the route. Already LATL car 3101, now numbered .01, is in use.

OLD TRACTION timetables, transfers, and other items may be bought from the Orange Empire Trolley Museum, P.O. Box 501, Perris, Calif. 92370. Included are Pacific Electric transfers from the collection of the late M. A. Miner, former PE motorman. Anyone may write to the museum for a 2-page descriptive list. Proceeds from the sales go to museum projects.

THE TROLLEY that once hauled crews in the Canadian National's Neebing Yard at Ft. William, Ont., has been taken out of service and is now on the property of the Canadian Railroad Historical Association at Delson, P.Q., near Montreal, where it is hoped a traction line will be operating this summer.



Map: South Jersey rapid transit lines, now being built, and two proposed branches. Map prepared in 1959 by Louis T. Klauder and Associates, consulting engineers.

George S. Dennis, Box 65, Terrace Bay, Ont., who sent us this information, was active in seeing that the trolley was saved for future use. He even offered to buy the car himself from CN rather than see it scrapped. Our Dec. '56 department carried an illustrated story of this car. More news will come soon.

High-Speed Mass Transit

From time to time we have printed news of the high-speed project that will link the Kirkwood-Haddonfield area of New Jersey with downtown Philadelphia. We have pointed out that late in 1967 commuters will begin to ride new, stainless-steel, electric trains in air-conditioned comfort over the 13.8-mile route.

A history of this commuters' "dream" comes from Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124. The whole thing was brought about by a decade of planning, spearheaded by two far-sighted Philadelphia mayors, Joe Clark and Dick Dilworth, who realized that urban and suburban population centers could not thrive without fast and efficient rail transit to ease the growing highway jams.

Surveys disclosed the habits of travelers crossing the Delaware River between Philadelphia and Camden and nearby South Jersey towns. They showed that 82,700 were using all public mass-transit facilities each working day—*i.e.*, buses, railroads, and the subway-rail line across the Benjamin Franklin Bridge—while 143,000 others rode automobiles over that route. The rail network was originally proposed to radiate from Camden, with lines to Haddonfield-Kirkwood, to Moorestown, and to Woodbury. This, it is estimated, would attract 107,000 riders daily.

At Camden, the new Kirkwood line will converge into the existing rail route across the bridge for a through run to the 8th and Market streets subway station in Philadelphia. The 2.6-mile bridge line was built by the Delaware River Joint Commission and operated by the Philadelphia Transportation Co. It cost $10.3 million and was opened on June 7, 1936, but has been a disappointment because of diminishing ridership, which averages about four million fares a year. Camden's two subway stations offer little parking space, while the 7-minute run is so short that bus commuters gain nothing by transferring at Camden, since the buses run to the big city anyway.

The Delaware River Port Authority began work on the Kirkwood line late in 1964, even though Philadelphia's Mayor Dilworth had expected its *completion* two years earlier. But another mayor, Alfred Pierce of Camden, opposed the engineering plans so vigorously that a lengthy impasse resulted. The civic-minded Camden official denounced the plan to run high-speed tracks through his city on an elevated structure above the Pennsylvania-Reading Seashore Lines right-of-way, thus creating a "Chinese wall."

Pierce finally won. The solution came through outright purchase, for $2.5 million, of the P-RSL trackage from

Drawing shows a coupled pair of cars designed for South Jersey rapid transit.
Louis T. Klauder & Associates, Philadelphia, Pa.

Broadway, Camden, to Kirkwood, 11.2 miles. Louis T. Klauder Assoc., consulting engineers, and Edson L. Tennyson, Philadelphia's transit engineer, handled planning work for the super-commuter line. The stations, eastward from Camden, will be as follows:

miles	station	parking lot
2.0	Ferry Avenue	1001 autos
4.1	Collingswood	493 autos
5.4	Westmont	780 autos
6.5	Haddonfield	921 autos
9.5	Ashland	549 autos
11.2	Kirkwood-Lindenwold	1181 autos

The $62 million conversion of P-RSL's line involves elimination of all grade crossings and electrification. Tracks will rise from the Broadway station and pass through Camden, where there are no grade crossings. Construction through Collingswood and Haddonfield will see transit tracks pass over and under former grade crossings, respectively. All stations will have island platforms.

There will be a center siding east of Ferry Avenue, a double crossover east of Collingswood, a center siding one mile east of Haddonfield, and double crossovers west of Ashland and west of Kirkwood. Car shops, yards, and a wye track will be built north of the Kirkwood station, with a connecting horseshoe-shaped track overpassing the P-RSL main line.

Passenger cars will be lightweight stainless steel, with semi-automatic controls featuring a double braking system: dynamic and regular air brakes for smoothly controlled stops. They'll have a top speed of 75 mph and automatic train control with cab signals but no wayside block signals (except switch indicators).

New equipment will include 19 double-end cars and 30 pairs of single-end cars semi-permanently coupled on the blind ends. Their outside dimensions of 10 feet width and 67 feet length equal the size of Philadelphia's Broad Street Subway cars, which are the world's largest. The new cars will be equipped for either third-rail or overhead wire operation, with the changeover being made at Broadway station.

The 13.8 miles from Kirkwood to 8th and Market in Philadelphia will be covered in 24 minutes, with 8 intermediate stops for an average overall speed of 41 mph. Bus running time is one hour from Kirkwood and 40 minutes from Haddonfield while the auto-driving would be somewhere in between bus and rail times. But the cost of driving your own car, including the 25-cent bridge toll, cannot possibly compete with 25-to-40-cent zoned fares via high-speed line.

Foreign Trolley Lines

LAST remnant of the once-large Buenos Aires streetcar system, suburban route 51 in Lanus, was replaced by buses last December, reports Arnold I. Reid, Casilla No. 4804, Correro Central, Buenos Aires, Argentina.

When the B.A. trolley system folded up late in 1962, two lines in Lanus kept running because the local streets were unpaved and too rough for buses. East Lanus Cooperative Transit ran 42 ex-Buenos Aires trolleys. Now, some streets are paved and buses run. Part of the reason for the sudden changeover was the high cost of electric power supplied by the Buenos Aires Transport Authority.

Streetcars are still running in three Argentine cities, La Plata, Mendoza, and Tucuman, plus the interurban line of the General Urquiza system, sometimes referred to as the "Little Pacific Electric of the South" because so many ex-PE cars are now used on its tracks. The Mendoza line, located in a city some 600 miles northwest of Buenos Aires and at the foot of the Andes, has a single 3-mile run on the city's main street, served by 12 old trolleys of German construction.

Tucuman, also far north of Buenos Aires, has several routes still in service, using both old trolleys and newer ones bought from Buenos Aires. La Plata boasts the last last large-sized operation in Argentina, with 11 tramway routes and several trolley-bus runs. Equipment includes old trolleys built by Brill and St. Louis, and several English-built single-truckers. A real shot-in-the-arm came to La Plata when the system bought 100 new Buenos Aires trolleys when that system quit.

ANOTHER chapter in the history of the doubledecker trolley is closed. The last trolley line in Bombay, India, was replaced by buses in 1964. The route, Dadar-Victoria, had been served by cars holding 150 passengers. A group of ex-Third Avenue Ry. trolleys, bought and used in Bombay for a decade before, had gone out of service after prior abandonments. This news comes from *Electric Traction*, monthly publication of the Australian Electric Traction Assn., Box 1017, G.P.O., Sydney, New South Wales.

LAST electric tramcar ran in Luxemburg, one of Europe's smallest countries, on September 5, 1964, reports *Modern Tramway* monthly publication of Light Railway Transport League, 245 Cricklewood Broadway, London, N.W. 2, England.

TOKYO'S 39 trolley routes, 4½-foot gage, continue to operate without change. They should even pick up more riders, now that bus fares have risen above trolley fares. In Osaka, Japan's second largest city, however, there have been more closures of trolley lines as the result of new subway lines opening, reports J. Wallace Higgins, now returning to the States from nearly ten years in Japan.

New Electric Publications

WHEN THE WESTCHESTER WAS NEW, 56 pages, 8½x11", is a series of reprinted illustrated articles from electric railway trade journals of 1912 when the N.Y., Westchester & Boston line was being built. This is intended as a supplement to an earlier book on the NYW&B road, WESTCHESTER'S FORGOTTEN RAILWAY. Included are two reproductions of articles on the New Haven's Harlem River branch. Copies are $2.50 from Electric Railroaders Assn., 145 Greenwich St., New York 6, N.Y.

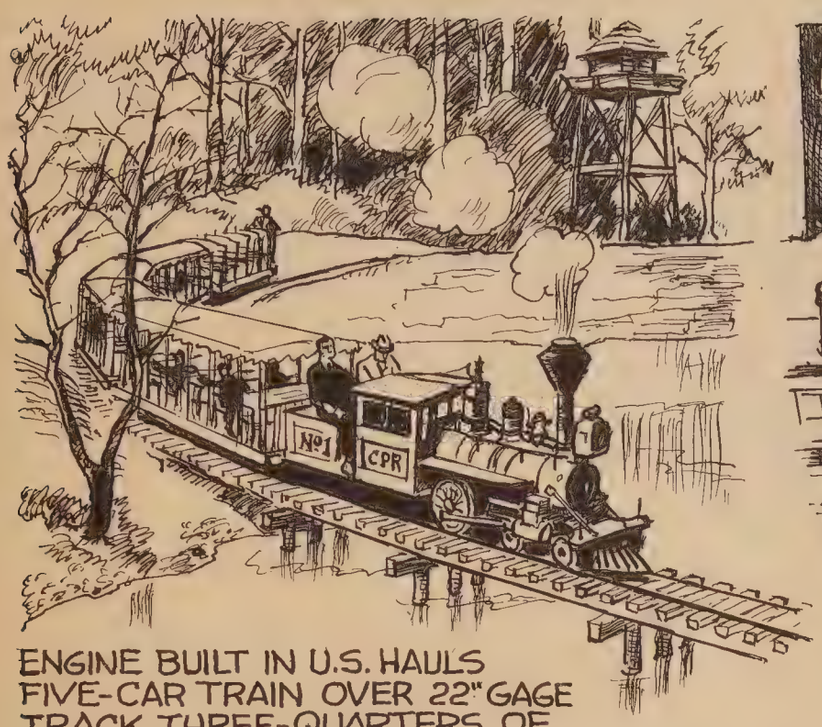
Permanently-bound volumes 67 and 68 of the Transportation Bulletin of the Connecticut Valley NRHS, containing stories about trolley lines of the Haverhill, Georgetown & Danvers, the Georgetown, Rowley & Ipswich, and Taunton, Mass., all issued in 1962-63 can be had for $3 from Roger Borrup, Warehouse Point, Conn.

History of the ONEONTA, COOPERSTOWN & RICHFIELD SPRINGS RY., later the Southern New York Ry., appears in the Nov.-Dec., 1964 issue of THE YORKER, a historical publication printed in upstate New York. Copies can be had for 30 cents each from New York State Historical Assn., Cooperstown, N.Y. 13326. ●

David Bunge, Columbus, Ohio
Ex-Chicago & Lake Erie car 119 is at Ohio Ry. Museum in Worthington, Ohio.

ALONG THE IRON PIKE

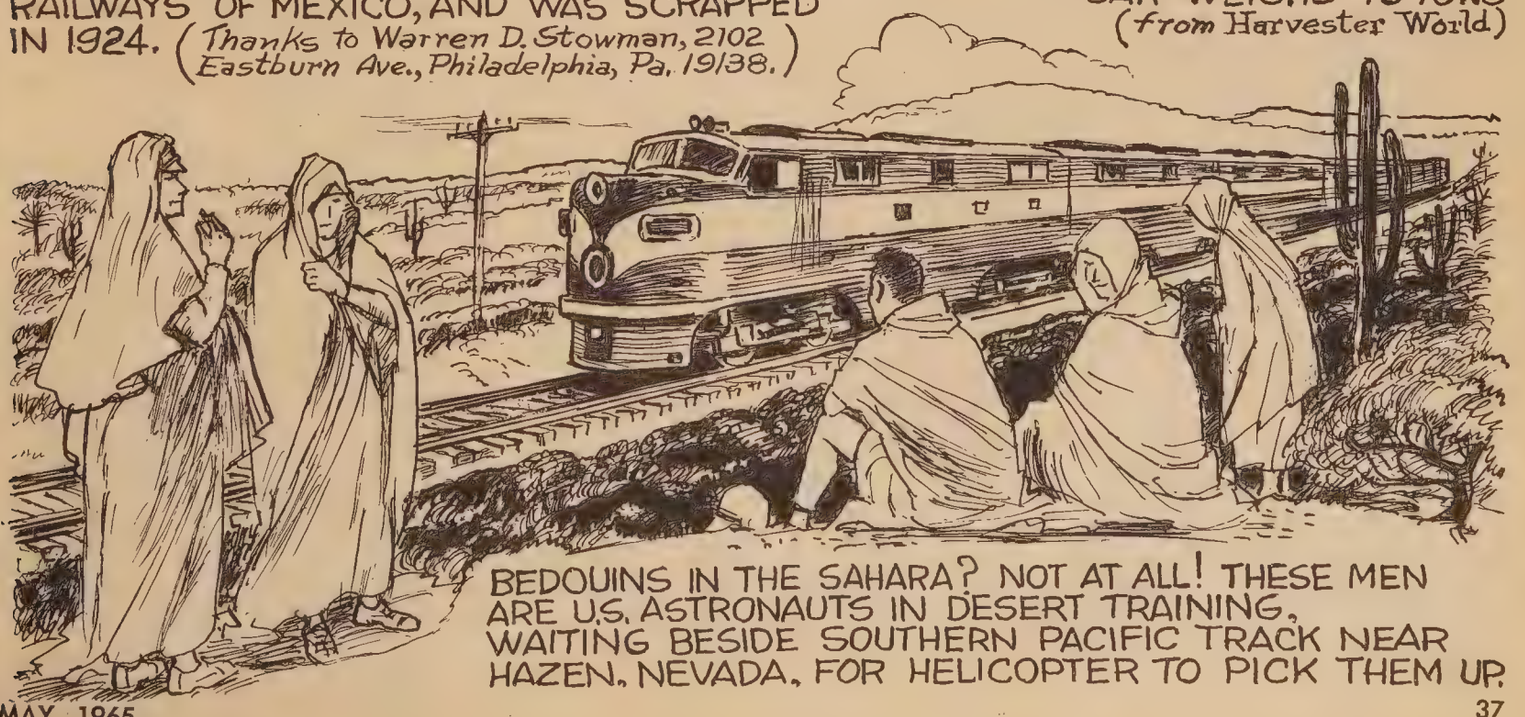
by Joe Easley



ENGINE BUILT IN U.S. HAULS FIVE-CAR TRAIN OVER 22" GAGE TRACK THREE-QUARTERS OF A MILE IN STANLEY PARK, VANCOUVER, B.C., CANADA.

THE ONLY 2-8-0 CAMELBACK EVER SEEN IN MEXICO WAS BUILT BY BALDWIN IN 1904 AS A COAL AND COKE COMPANY'S NO. 2. LATER SHE WENT TO THE MEXICAN INTERNATIONAL, THEN TO THE NATIONAL RAILWAYS OF MEXICO, AND WAS SCRAPPED IN 1924. (*Thanks to Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138.*)

NEW KIND OF YARD GOAT IS COUSIN TO FARM TRACTORS. THE RUBBER-TIRED FARMALL 2706 REGULARLY PULLS ILLINOIS CENTRAL COMMUTER CARS INTO AND OUT OF BURNSIDE SHOPS IN CHICAGO. EACH CAR WEIGHS 75 TONS (*from Harvester World*)



BEDOUINS IN THE SAHARA? NOT AT ALL! THESE MEN ARE U.S. ASTRONAUTS IN DESERT TRAINING, WAITING BESIDE SOUTHERN PACIFIC TRACK NEAR HAZEN, NEVADA, FOR HELICOPTER TO PICK THEM UP.

Interesting Railfans No. 29

PAUL CARLETON

Paul Carleton in cab of a Pennsy K-4sa (4-6-2) at Bay Head, N.J.
Photographed in 1956 by Carleton Smith

MANY of our readers are clergymen. For example, Paul Carleton, besides being an active railfan, a lithographer, and a publisher of railroad books, is an ordained minister of Jehovah's Witnesses, the nation's fastest-growing religious sect, and aspires to be a full-time preacher.

Paul was born August 21, 1938, at Orange, N.J. The only railroader in his family tree is a cousin, a New York & Long Branch hostler, but one of his in-laws was a Puerto Rican railroad official and another is a retired New York Central section foreman. Like many small boys, he liked to watch trains and shoot them with a Brownie. By the time he was seventeen and owned a 616 folding camera, steam power had almost completely faded from the railroad scene.

Back in 1955-'57 he worked in downtown Newark, N.J., about three blocks from Penn Station. Every weekday evening, after work, he made a bee-line down there to see *The Broker,* a 5:20 train, go through en route to Bay Head with a K-4s. Many fans got to know him as "the fellow who photographs *The Broker*" and they sought him out for information about that train. One day a company *bull* tried to shoo him off, but Paul stood his ground and produced a letter from a Pennsy official permitting him to photograph trains at Newark depot. The minister soon got to know *The Broker's* engineer, George Greenly, and on two occasions was thrilled to ride in his cab.

"Going down a four-track main line in a K-4s," says Paul, "is an unforgettable experience. But after I had photographed the final steam run through Newark, I stopped visiting the station."

Shortly afterward he met a beautiful Rutgers University student named Daphne, who betwitched him, so that he fell madly in love. They went on a Jersey Central fantrip to Reading, Pa., where they saw two 4-8-4's and an 0-6-0 on display, and their lives haven't been the same ever since. Daphne's interest in the hobby was one of many reasons why he married her. On their honeymoon in 1959 Paul took his last pictures of mainline steam power in regular operation—on the Canadian Pacific, the Canadian National, and the Grand Trunk Western. The conversation on that wedding trip must have been a quaint blend of romantic tenderness and railbuff jargon.

After that, the happy couple went on many fan excursions together, including Reading Iron Horse Rambles. "Our most enjoyable trip to date," Paul re-

A favorite spot for camera fans: B&O train at Harper's Ferry, W. Va.
Photographed by Paul Carleton

(Above) New York Central electric B-B-B-B 25 in Mott Haven Yard in Bronx section of New York City passes Alco switcher 8274 with local freight on one side and a track gang on the other side. (Below) Pennsy K-4s No. 3678 starts out of Newark, N.J., station with *The Broker*, bound for Bay Head. The engineer of GG-1 No. 4911 watches the steam-powered train go by.

Both photographs made years ago by Paul Carleton

calls, "was the Baltimore & Ohio's two-day excursion from Philadelphia to Washington with a 4-8-4 borrowed from the Reading. We had never ridden so fast on any train. Apparently the B&O could get something out of a T-1 that the Reading never did."

Not even the birth of their two children, Cheryl and David, slowed down the Carletons' fantripping. When they go places, such as rail museums in the East, they take the youngsters along. Now and then, like her husband, Daphne photographs steam in action. She also helps with his publishing business by reading proof, keeping records, answering queries, and filling orders. The joint name *P&D Carleton* is used in magazine advertisements of their publishing venture. Their first book, *Pennsy A to T,* which Paul himself wrote, was reviewed favorably in *Railroad Magazine* and well received by rail buffs. It is still drawing fan mail. Another Carleton-published book is Bert Pennypacker's *Reading Steam Pictorial,* a 130-page volume that sells for $7.

"The *Pictorial* is more than a rich collection of 350-plus engine and train pictures (no builders' photos,") our review stated. "It has 14 well-written chapters. . . . The book shows evidence of careful research. Before writing it, Bert obviously made sure of his facts. Nearly all of its photos are described adequately, not just with label captions. . . ."

Bert gives his impression of the publisher as follows: "I admire Paul's cordial, quiet, and sincere manner. He brought his family to visit me and after a short talk he agreed to go ahead with my plans for *Reading Steam Pictorial.* I had expected much more discussion and maybe even a written agreement, but his word was enough."

Last year the Carletons took a summer vacation which combined business with pleasure. They visited as many steam museums as they could, not only to see the exhibits but also to introduce the Carleton books into the museums' hobby shops. They'd enter a shop, Daphne's pretty brown eyes would dart around quickly, and she'd exclaim: "Look, Paul, there's *our* books!" It pleased them both to see on public sale something they had helped to create. The Carletons have just moved into their new home in River Vale, N.J. at 158 Doretta Street.

Arnold Haas, of New York, used to accompany Paul Carleton years ago on his tours of railroad yards, roundhouses, and stations in search of steam power, and he knows the family very well.

"I am impressed," he tells us, "with Paul's expert knowledge of steam locomotive design and historical development."

Like nearly all of the *Interesting Railfans* in our series, No. 29 and Daphne are non-smokers and they both love wildlife too much to go hunting or fishing. Both traits are in keeping with the tenets of Jehovah's Witnesses. Paul is not interested in politics but is liberal in his thinking. As a clergyman, he spends much time preparing for and giving discourses to various congregations in northern New Jersey.

"I like *Railroad Magazine,*" he states, "because of its warm and personal approach and I enjoy especially its articles on steam power. *Trains* magazine used to have a fairly personal approach; a few years ago it published photos and information on some of its main picture contributors, but doesn't do that any more. It still has some good features but, to my mind, looks too much like a diesel manufacturers' catalogue."

Paul is a six-footer who gets a secret satisfaction from prime ribs of beef with all the trimmings. He doesn't exercise enough and is beginning to grow flabby. For relaxation, he turns to stereo music, ranging from Dixieland jazz to the *Nutcracker Suite.* He also enjoys reading the Bible and running his HO trains for the children. His motive-power

stable includes forty HO engines, mostly Pennsy. When things seem to be going wrong, he finds prayer very rewarding. One of his favorite Bible verses is Matthew 6:34: "So, never be anxious about the next day, for the next day will bring its own anxieties."

The subject of this sketch is easy to get along with. Even so, he has a few pet peeves. "It irks me," he says, "to see so many people today wrapped up in the hopeless mess of materialism via never-ending instalment payments." He himself has just bought a new home with a 25-year mortgage. Other situations which meet his disapproval include "too many persons spending too much time at the idiot box (television), daisy-pickers on a Reading Ramble who will not budge from in front of an engine I want to photograph, and disgusting fads followed blindly by so many members of the younger generation."

Nothing, to Paul Carleton, is more important than faith in God. "Life is good and to be enjoyed," he maintains, "but many people have lost sight of this because they are preoccupied with petty details and unfounded fears." ●

The Carletons (left to right): Cheryl, 4; Paul, Daphne and David, 2½.

(Above) "Footboard yardmasters": David and Cheryl Carleton as they looked in 1963 on the pilot of a Shay at Steamtown U.S.A. in North Walpole, N.H. (Left) An afternoon trip behind No. 103 on Middletown & New Jersey R.R.

Photographed by Paul Carleton

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 *Does any railroad in North America currently operate a pay-car?*

Yes. There are no longer any such cars in the United States or Canada, the last one being on the Canadian Pacific, but each division of the National Railways of Mexico has its own pay-car, according to Bill Fernandez, NdeM locomotive engineer. They used to pay the employees in cash; now they use checks. For many years soldiers guarded the cars. More recently, guns were issued to the engine crews handling them, but weapons are no longer needed because of the check payments.

St. Louis & Cairo Short Line car.

2 *I have a photo, dated 1893 of a boxcar labeled "St. Louis & Cairo Shortline." Does that line still exist?*

No, it was taken over in 1913 by the Mobile & Ohio (the first railroad that Casey Jones worked on), now part of the Gulf, Mobile & Ohio.

3 *You say Alaska has three railroads. One is the Alaska Railroad; another is the narrow-gage White Pass & Yukon. What is the third?*

The Yakutat & Southern, pictured and described briefly in our March '65 department. A feature article by Douglas C. Wornom in our Dec. '57 issue told about a fourth, the Seward Peninsula Railroad, narrow gage, running between Nome and Bunker Hill, 80 miles, not listed in *The Official Guide*; but we don't know whether or not it is still operating.

4 *How many Norfolk & Western steam locomotives are on permanent display?*

Nineteen, including those of the Wabash and Nickel Plate, now N&W affiliates. Here is the complete list:

N&W 611, Class J, 4-8-4, Roanoke Transportation Museum, Wasena Park, Roanoke, Va., built by N&W at Roanoke 5/50.
N&W 6, Class G, 2-8-0, same museum as above, Baldwin 1/97.
N&W 7, Class G, 2-8-0, City Park, Bluefield, W. Va., Baldwin 1/97.
N&W 433, Class M, 4-8-0, junction of branch, Abington, Va., Richmond 1/07.
N&W 578, Class E2a, 4-6-2, in working order at Ohio Ry. Museum, Worthington, O., Richmond 3/10.
N&W 2156, Class Y6a, 2-8-2, National Museum of Transoort, St. Louis, built by N&W at Roanoke 3/42.
N&W 4-8-0, owned by Olin-Mathieson.
Wab. 573, 2-6-0, same museum as above, 1899.
Wab. 1, 0-6-0, Swinney Park, Fort Wayne, Ind., 1906. Although Wabash-owned, No. 1 at the time of her retirement was used on the Lake Erie & Fort Wayne, a Wabash subsidiary.
NKP 604, 2-8-2, Civic Center, Hammond, Ind.
NKP 587, 2-8-2, Broad Ripple Park, Indianapolis, Ind.
NKP 170, 4-6-4, National Museum of Transport, St. Louis.
NKP 360, 0-6-0, Dueber Park, Carton, Ohio.
NKP 639, 2-8-2, Miller Park, Bloomington, Ind.
NKP 384, 0-6-0, Oakwood Park, Lorain, Ohio.
NKP 767, 2-8-4, Lawton Park, Fort Wayne, Ind.
NKP 755, 2-8-4, Conneaut (Ohio) Historical Railroad Museum.
NKP 776, Mon.N., North Walpole, N.H.
NKP 779, 2-8-4, exhibit of Allen County Historical Society, now stored, to be placed in Lincoln Park, Lima, Ohio, as soon as construction site is ready.

5 *My farm in Orange County, Va., includes a strip of land 80 by 1037 feet that used to be part of the Virginia Central's right-of-way. A station at this point was called St. Just. Would like a brief history of the railroad.*

Organized in 1853 as the Fredericksburg & Gordonsville, with 17 miles of standard gage, this road became the Fredericksburg, Orange & Charlottesville from 1872 to 1876. Then the company failed and the state operated it for a while. At the time the line was completed in 1877 it was known as the Potomac, Fredericksburg & Piedmont and its gage was changed to three feet. It was then 38 miles long and had three locomotives.

In 1925 it was reorganized as the Orange & Fredericksburg. Two years later it became the Virginia Central and was rebuilt to standard gage shortly afterward. "Ferryboat" H. Reid, who sent us this information, didn't say when most of the line was abandoned. *The Official Guide* still lists it as the Virginia Central but with only one mile of track, between Fredericksburg and West Frederickburg and a connection with the Richmond, Fredericksburg & Potomac. Reid's book, *Extra Smith*, carries a picture of a PF&P train at Orange in 1917.

6 *List all persons in* Railroad's *series of "Interesting Railfans" and state when each write-up appeared.*

Edwin P. Alexander (Feb. '63), John W. Barriger III (June '63), Lucius Beebe (Aug. '61), Gerald M. Best (Oct. '63), James A. Brown (March '65), Paul Carleton (May '65), Owen Davis (Oct. '61), Frank P. Donovan (April '64), Arthur D. Dubin (Aug. '64), Donald Duke (Aug. '63), Miss Bronette S. Ehrlich (Feb. '65), Miss Rosemary Entringer (Dec. '62), Charles E. Fisher (Feb. '62), Wilbur T. Golson (April '63), Grahame Harody (April '61), George M. Hart (April '62), Robert T. Hess (Oct. '64), Albert C. Kalmbach (June '61), Ward Kimball (April '65), Otto Kuhler (Feb. '64), David P. Morgan (Dec. '61), Horace W. ("Jack") Pontin (Dec. '64), Edwin J. Quinby (June '62), H. Reid (Dec. '63), Robert W. Richardson (June '64), Alvin F. Staufer (Jan. '65), Fred A. Stindt (Oct. '62), Rogers E. M. Whitaker (Aug. '62), and William S. Young (Nov. '64).

The list includes two women and only one Canadian (Jim Brown). Coming in the near future: Henry R. Griffiths, Warren B. Crater, and Walt Disney.

7 *Did U.S. ever have a transcontinental rail system under unified control?*

No, except when railroads were nationalized in wartime. But George L. Gould almost achieved that aim. George was 28 in 1892 when he inherited from his father, Jay Gould, a controlling interest in the Denver & Rio Grande (as it was then called), the Missouri Pacific, the Wabash, the Wheeling & Lake Erie, and the Western Maryland. In pursuance of his plan to build a coast-to-coast rail empire, he dickered for a while with the Central (now Southern) Pacific, but decided instead to build a road to be called Western Pacific.

He then had under his thumb a steel highway reaching from the Pacific to the Atlantic except for a rather short stretch in the East. Acting to close the gap, he built a 60-mile connection with the W&LE and Wabash from Jewett, Ohio, to Pittsburgh, Pa., known as the Wabash Pittsburgh Terminal Railroad.

In those days the Pennsylvania had a monopoly on the lucrative Pittsburgh market and, led by its militant president,

Modern railroading: crosstie track construction at Port Sutton, Fla., just outside of Tampa. American Concrete Crosstie Corporation of Tampa reports that over 250,000 of their ties have been installed and 106.4 miles of such track are in service.

Alexander J. Cassatt, put up a stiff fight to block this encroachment. But Gould, was a fighter, too. He had construction under way before Cassatt knew his plans. However, it took him four years and over $35 million to build the line, with its 20 tunnels and 60 bridges—an average of one bridge per mile! There were floods, landslides, strikes, epidemics among the workmen, and legal difficulties.

To lay rails across the river into Pittsburgh in 1902, he set up a trolley line as a dummy corporation, which built a bridge. In 1907, the year of a financial panic, transportation was hard hit. Legislatures became unpleasantly curious about the conduct of railroads. The newspapers were critical.

Gould learned with dismay that he could not close the gap from Pittsburgh to Connellsville. He also had sharp clashes with Edward H. Harriman in the West. Long before he died at Paris in 1923, his railroad empire collapsed, and Harriman got most of it. Incidentally, the bronze statue of Cassatt which stood for years in New York's Penn Station has been removed and is now in storage, disposition undecided.

The Van Sweringen brothers also had visions of a transcontinental rail system under one management. So did Robert R. Young. They all failed.

8 *Where can I find the words of an old poem, "The Tallowpot's Lament"?*

Right here. It was written by William H. Benoit of Whitehall, N.Y. For the benefit of new readers, a *tallowpot* was a steam locomotive fireman, so called from the melted tallow used to lubricate valves and shine the engine. An eagle-eye was an engineer.

I'm just a poor old tallowpot.
My age is sixty-four.
I've stoked the 'gines for forty years;
I'll stoke 'em forty more.
"And why is this," you'll maybe ask,
"A man as old as you
Is not at least an engineer?
My gosh, it can't be true!"

Well, lend an ear; I'll let you know
How things on these big railroads go
And when I'm through you'll understan'
Why I am still a fireman.
There is a bunch of eagle-eyes—
Been here since 'ninety-one.
They say they are not really old,
They've only just begun.

They come to work on crutches
And some in big wheel-chairs.
It is a task to draw their breath
As they climb up the stairs.
They get up on an engine,
They can hardly lift a hand,
And yet they all get by somehow;
I do not understand.

They will live till they're six hundred
And perhaps a little more.
They never seem to die at all;
It surely makes me sore.
I've nothing to look forward to.
This scoop is all I've got,
And when I get my pension
I'll still be a tallowpot.

9 *What's this I hear about religious services being held on Erie-Lackawanna trains?*

An Episcopalian minister at Morristown, N.J., persuaded the E-L to reserve a car on a main-line morning commuter train for non-sectarian Ash Wednesday services last March 3rd. We don't know whether or not religious meetings will be held on other trains at future dates.

Many years ago, an ornamental rack holding a Bible was standard equipment on Erie passenger trains, but so many copies of the Good Book were stolen that this practice was discontinued. Back

We asked why the Southern Pacific track shown on our Feb. contents page (also in this photo) had such an odd layout. According to Paul Schuett and K. C. Moore, it's because Santa Clara River floods in rainy season. The line was built originally alongside the river, but after it had been washed out it was rebuilt as the photos show. Another factor is the grade. Pulling a heavy freight train up Soledad Canyon takes a lot of power. Paul Schuett, 11529 Hela Ave., Lakeview Terrace, Calif. 91342

in the 1870's it was not uncommon for transcontinental passenger trains of the Central Pacific (now SP) and Union Pacific to be equipped with an organ, which was used Sundays for church services and week-days for secular group singing.

Prior to 1899, we learn from Thomas T. Taber, the old Morris & Essex also had Bible racks in coaches, but these were eliminated by the Truesdell regime, which also began operating the line's first Sunday passenger trains. These actions infuriated some clerics, who were outspoken about them, but the dire consequences they predicted did not materialize.

An article by Freeman Hubbard entitled "Avalanche," in *Argosy* (March '59), which told about the destruction of a Great Northern train at Wellington, Wash., just outside the old Cascade Tunnel one February day in 1910, with a death total of 101, described what the snowbound passengers did on the Sunday morning prior to the disaster. Mr. Hubbard wrote:

The worried passengers turned to religion for solace. It was Nellie McGirr's idea to hold a church service in the observation car marooned on the snowy mountain side. She went to the Rev. William Winger, an itinerant evangelist.

"Why can't we get everybody together for a prayer meeting?" she suggested. "I am sure it would make us all feel better."

There were no stained-glass windows nor altar nor hymnals, but the frightened wayfarers who filled the observation car and overflowed into the sleeper just ahead listened quietly to the preacher's sonorous words of encouragement and bowed their heads in prayer and joined in the singing of old familiar hymns. That was the last divine service most of them would ever attend. It eased the tension somewhat.

We'd like to hear from readers regarding other religious services held aboard trains. Maybe Paul Carleton (No. 29 in our series of *Interesting Railfans*), who is an ordained minister, is familiar with this phase of railroading.

New York Central has just placed in service the first of 34 new 130-seat commuter coaches. Note that 2 passengers sit together on left side of aisle and 3 on the right side.

10 *Where can I find steam locomotives in Michigan, either operating or on exhibition?*

A 15"-gage 4-6-2 is runnning on the House of David RR., Benton Harbor; the Marquette & Huron Mt. operates 2-8-0's at Marquette, and the Cadillac & Lake City has 3 steamers in service out of Cadillac in summer only. The following are on display:

Ahmeel, stored—Hecla & Torch Lake "Torch Lake" (Mason bogie), built '73, narrow.

Battle Creek, Grand Trunk Western 6330 (4-8-4) at Grand Trunk Western station.

Dearborn, Greenfield Village—Atlantic & Gulf "Satilla" (4-4-0), Rogers '60; Chesapeake & Ohio 1601 (2-6-6-6), Lima '44, Detroit & Lima Northern (DT&I) (4-4-0), Baldwin '97; Edison Portland Cement (0-4-0T), Vulcan '23; Lake Shore & Michigan Southern (4-4-0), Mason '68; Michigan Central (4-4-2), Schen. '02; Toledo-Detroit (DT&I) (4-4-0), Baldwin '15; Wayne County Road Commission (0-4-0T), Davenport '22; (2-6-0), Grant 1865; and (2-6-0), Nord (French) '89.

East Lansing, on Michigan State University Campus—Chesapeake & Ohio 1225 (2-8-4), Lima '41.

Hancock, stored, Quincy Mining Co.—Quincy & Torch Lake 1 (2-6-0), n.g.; 3 (2-6-0), Brooks '94, n.g.; 5 (2-8-0), n.g.; and 6 (2-8-0), Baldwin n.g.

Jackson, N. Lawn Park—GTW 5030 (4-6-2), Alco '12.

Traverse City, City Park—Lumber Co., Porter.

Whitmore Lake Logging Museum—Five Climaxes and Shays.

Owosso, Pontiac, and Muskegon also may have steamers on display.

11 *A history, please of the Copper River & North Western.*

Back in 1905, American Smelting & Refining Co., and the great financial house of J. P. Morgan & Co. formed an organization to build an Alaskan railroad from tidewater to a copper mine at Kennecott. They called it the Katalla Co. because they chose Katalla village as the ocean terminal and expected the coal fields near there to supply additional tonnage for the railroad. Surveyors advised that a breakwater be built out from Palm Point to ensure a safe harbor for ocean-going vessels. This was done at a cost of $1 million, but in 1907 storms wiped it out.

Work progressed on the right-of-way, terminal buildings, and warehouses, and steel was laid. (The last of this original steel was salvaged in 1932 and shipped out as scrap.) Early railroad builders on the job included three tough Irishmen: "Big Mike" Sullivan, Mike Brennan, and Paddy McCormack.

Meanwhile, in 1905, another rugged son of Old Erin, Michael J. Heney, who had built the White Horse & Yukon Route in Alaska and northern Canada and had just completed the Kenai Trail from the head of Cook Inlet to Seward, rejected Katalla as a railroad terminal. After surveying the Copper River he decided it was the best route. Thereupon, on his own, he started building the Copper River Railroad. By 1906 he had laid rail as far as Mile 3 and cleared ground for the right-of-way as far as Mile 10. He had land for the right-of-way tied up around the waterfront, through Eyak, and around the lake. At that time he owned and was operating three old engines and seven flat cars.

The 1907 panic slowed his progress. That year he just worked a small crew, barely keeping things alive. In September, after the breakwater had been destroyed, the Katalla Co. bought Heney out and hired him to complete the road. This they could afford to do, even in a depression year, because Morgan's millions backed them.

In January, 1911, the first copper from Kennecott was delivered by a combination of rail route and dog-sled. The line was then called the Copper River & North Western. It acquired its 20-series locomotives in 1908 and its 70-series in 1916. Laborers were paid 30 cents an hour, spikers 32½ cents, conductors 50 cents, engineers 60 cents an hour, and teamsters $75 a month. This question was answered by Walt Thayer, Box 75, Wenatchee, Wash. We hope some other reader will tell us when and why the Copper River line was abandoned.

Running Extra

Maybe some reader will answer this question for D. L. Long, Rte. 1, Box 123, Pillager, Minn.: "In what condition

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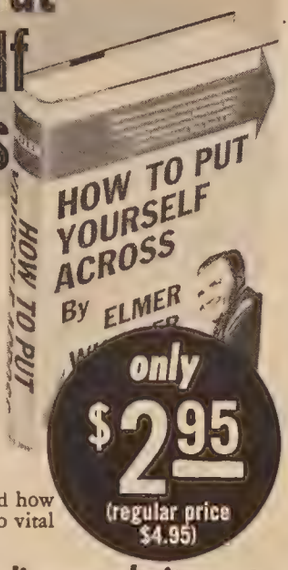

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ABOUT THE AUTHOR

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would a locomotive be after being submerged in a peat bog for about 85 or more years?"

"As a very small child in 1909 or 1910," writes Herbert Bariffi, 7336-D W. Manchester Blvd., Los Angeles, Calif., "I saw some construction job, maybe a subway or a sewer in the Bronx. Steam shovels gouged out great cuts in the earth and the soil was carted away in small dump cars pulled by black steam engines with red cabs. Can any reader tell me about those engines: what type, who built them, and what company's name was painted on their cabs? Is it possible to get pictures of them?"

This comment on question 9 in our March department comes from Charles M. Mizell, Jr., 6625 Santa Fe Ave., Dallas, Texas 75223: "In the late 1930's, the ICC required that the railroads provide a suitable seat for the head brakeman on locomotives used on freight runs, giving them five years to comply. This could be either a seat in the cab or a special cabin on the tender. Railroad men applied to this cabin the same word they used for the caboose cupola —*doghouse*. Anyway, by World War II, freight locomotives were carrying the extra seat. Some roads used doghouses; others didn't."

Additional light on the subject is shed by John M. Prophet, 3rd, 55 Meadow Rd., Buffalo, N.Y. 14216: "Relatively few tenders of Pennsy steam engines with small cabs on the back were 'pushers.' All Pennsy road steamers used on freight runs were equipped with a brakeman's cab on the tender tank.

"In the old days the head brakeman shared the fireman's seat. Later both the fireman and head brakeman demanded separate seats, and most roads provided an extra seat in the engine cab behind the fireman's seat. Pennsy engine cabs were too small to conveniently accommodate an extra seat, so separate brakeman's cabs were installed in the tender tanks. These cabs were equipped with a cushioned seat and steam heat. Several other roads used these tender cabs, such as the Norfolk & Western and the Rio Grande, to mention just two."

Help is wanted by Robert H. Lorenz, 1939 Whittaker Dr., Fremont, Ohio 43420, and Robert T. Hess (No. 22 in our *Interesting Railfans* series), Rte. 5, Box 80, Flemington, N.J., who are jointly gathering material for a book dealing with the Lake Shore & Michigan Southern, tentatively titled *Fast Mail Route*. They need all kinds of LS&MS photos (not merely motive power and rolling stock) as well as public timetables, employee timetables, train orders, passes, travel booklets, waybills, advertisements, tickets, and newspaper and magazine articles.

"We guarantee that all borrowed material will be returned intact," Bob Hess writes, "and full credit will be printed in the book for help received."

Information about the Western Pacific's 2-8-8-2 Mallets numbered 251-256, bought in the early 1930's, and 257-260, same wheel arrangement, bought in the late 1930's, may be obtained from WP's public relations department, 526 Mission St., San Francisco, Calif., writes Grant S. Allen, retired WP superintendent of transportation, 711 Spring St., Sausalito, Calif. 94965. This answers a query by Frank M. Klock, Jr.

Some time ago we asserted that the only circus on earth which owns a railroad train (not the locomotive, of course) is Ringling Bros. and Barnum & Bailey. A reader challenged our statement, saying, "Mexico probably has a circus train." This challenge was taken up by an Illinois Central engineer, John E. Martin, 1249 Worthington St., Memphis, Tenn. 38114, who often visits Mexico, is well informed on that country, and is married to a Mexican-born lady. Mr. Martin tells us that no Mexican circus owns railroad cars nor moves by rail, nor ever did.

"I rode Pennsy K-4 No. 3880 at South Amboy in 1957," writes Jack Murray, 31 Mt. Pleasant Ave., Belleville, N.J. 07109. "If a photo of that engine is available I will buy it."

Another Pennsy query comes from John Weidenfeller, 1345 North Ave., N.E., Grand Rapids, Mich.: "Who can supply information on the famous high bridge over the Manistee River near Kaleva in western Michigan?"

Commenting on question 10 in our March department, David K. Johnson, 196 Main St., Nashua, N.H., explains that India has very long station platforms because many Indians, despite their poverty, travel a great deal, especially at festival seasons.

"Hindus, being very devout," he tells us, "make pilgrimages to their sacred cities: Benares, Puri, Calcutta, etc. These festivals run for days at a time and the railways are kept busy with special trains of up to 20 or more 'carriages' carrying people by the millions to festival cities. Long platforms are needed because the average traveler cannot afford the luxury of meals in the 'restaurant car', and station lunch facilities do a thriving business while trains wait at the depot. Oversize platforms speed the loading and unloading.

"I was stationed at Khargpur during 1944-'45 and remember the long, crowded festival trains stopping at the 2350-foot platform there. This platform could berth four passenger trains, two on each side. Station and restaurant facilities were in the center. You folks in

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"There's an even longer station platform in the Chicago subway. It extends 3500 feet between Van Buren and State streets. New York subways also have some very long station platforms."

A brief history of the Manistee & Northwestern is wanted by John Williams, 342 Spencer, N.E., Grand Rapids, Mich.

INFORMATION is sought by L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603, on the old Conestoga Traction Co. of Lancaster, Pa., which operated streetcars. He believes that the following fans have pix, etc., of that line and he wants to contact them: Albert Lohmann, Jr., address unknown; John G. Kneiling, Staten Island, N.Y.; Anthony H. Perles, Ithaca, N.Y.; Vic Wagner, Chicago, Ill.; E. G. Mateer, Jr., Camp Hill, Pa.; J. H. Richards, Philadelphia, Pa.; C. J. Dengler, Pittsburgh, Pa.; W. L. Hay, Philadelphia, Pa.; Gordon Lloyd, address unknown; Harry C. Reynolds, 3rd, Drexel Hill, Pa.; Edward S. Miller, Pittston, Pa.; and Charles C. Butler, Palmyra, Pa.

L. E. Broadstreet, Columbus, N.M., wants the words of an old song about a train wreck that his father used to sing while braking on the Santa Fe out of Raton, N.M., many years ago. It runs somewhat like this:

The brakie to his pardner said,
"I'm going to take a snooze,
So if you want you'll find me
In the little red caboose."
But alas, before he woke. . . .

The tune is that of another song, which came out a few years ago, about a commuter who "was lost forever down under Boston in tunnels of MTA." Our correspondent wants the words of that song also and one entitled *The Train That Never Came Back*. We have never heard of the latter song, but there is a book of true railroad adventure stories with that title, written by Freeman Hubbard for teen-agers. You'll find it listed at the end of our *Books of the Rails* department.

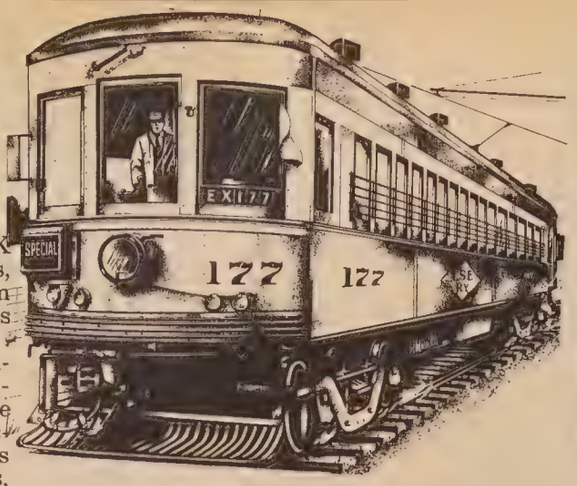
Needles is in California, not Arizona, corrects C.B. ("Lefty") Gordon, 4451 Edgewood Pl., Riverside, Calif., commenting on a request for a poem, "Those Needles Engineers," that we printed.

"Needles is still a Santa Fe division point," he writes. "I was working there for two weeks in 1906 at the time *Railroad Magazine* first came out. It was then called *Railroad Man's Magazine*. I remember the red cover and the price, 10 cents a copy. That was during my first trip westward as a boomer. Previously I had been a locomotive engineer in the Pittsburgh area, and before that, a Morse telegrapher in 1898 and 1899.

"I remember the great Roseville yard when it was being built. I remember, too, the staff system used between Rocklin and Truckee—a single-track line over the hump, with 40 miles of snowsheds! It was a mighty rough trip and it helped to make some fine railroaders out of men who had the guts to stay with it. Later I worked on the old Salt Lake Division. Then over to the Union Pacific, to Evanston, Green River, Medicine Bow, Cheyenne, and then Sherman Hill, which had two miles of snow fences north of the tracks. Still later, I drifted back to the Pittsburgh area, then to the Southwest once more. I was 82 last January and am still prancing around, full of vim and vigor."

That letter was a real treat. It isn't often we hear from boomers any more. Not many of the sturdy old breed are left. We hope "Lefty" will write soon again—and often. In fact, we're glad we mis-located Needles, because it gave him an excuse to get in touch with us.

NORTHERN OHIO'S INTERURBANS, RAPID TRANSITS, CITY TROLLEYS



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The Switch List

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Write each item plainly or pen-print or typewrite it on a postcard or separate sheet of paper—not buried in a letter about other matters. If you want pen pals, state your special interests so that they will know what to write about. Too many readers forget to do this.

A tight printing schedule compels us to close the *Switch List* long before publication. As this magazine hits the newsstands our June department is already closed. Entries for July issue (out approximately June 10th) should reach us by March 15th. Address Sy Reich, *Railroad Magazine,* 205 East 42nd Street, New York, N. Y. 10017.

ELLIS ACKER, Jr., 615 Gadsden R.D., Anniston, Ala. 36201, wants pen pals interested in steam.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells, trades 4x5 and p.c. size pix LV, RDG, L&NE, CNJ, DL&W, D&H, Penna. shortlines.

DON AUSTIN, N. Main St., Troy, N.H. 03465, sells tts., railroadiana. List 10¢.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, will buy Interurban Special PE Supplement 2 and Special 21.

JEROLD BOYLE (age 22), 7974 N. 76th St., Milwaukee 23, Wis., wants pen pals interested in pass. trains, rapid transit, rrs. in general.

ERIC BRACHER, Box 463, Agnew, Calif. 95001, wants pix and plans of large-caliber rr. guns of either world war.

SAM BRECK, 4 Meadowlark, Fairport, N.Y. 14450, will buy pix of CN diesels 74, 850-4, 1600-29, 6867-71, 6850-5, 8450-84, 9301-02, 9305, 9409-37 odd.

BOB CAMPBELL, Box 5, V-1 Div., N.A.S., Jacksonville, Fla. 32212, seeks info. on Jacksonville trolleys. Wants pen pals interested in city transit.

J.B. CHAMBERS, 126 Forest St., Reading, Mass. 01867, buys, trades, sells defunct rr. stock certificates. (SSE)

CONRAD CHEATHAM, Box 73, Due West, S.C. 29639, sells 2x2 and 2x4 b&w pix of diesels in South, SDP 35's, GP 30's, 628's, GP 7's, etc. List 10¢.

BOB CHILCOTE, 706 Johnson Ave., Bedford, Ohio, 44014, buys Lake Shore Elec. and Northern Ohio Traction tts., tkts., lanterns, markers, cap badges, uniform buttons, etc.

ED COOK, 1544 Bedford St., Stamford, Conn. 06905, wants pix, negs., railroadiana of Maine 2-ft.-gage rrs., esp. SR&RL. Also any 1/4" O scale 2-ft.-gage parts.

STEWART DEAN, 1001 Broadway, Fargo, N.D., buys, trades switch lamps and switchman's elec. or kerosense hand lanterns.

F.W. DeSAUTELLE, 125 7th Ave., Baraboo, Wis. 53913, sells sizes 620 to 8x10 rr. pix.

DAN DICENZO, 39 Lockmere Rd., Cranston, R.I., sells railroadiana. (SSE)

L.R. DULANEY, 103 W. Central Ave., Ashland, Ky., collects photos of steam, diesel, also train wrecks; will buy or swap.

FRANCIS DONOVAN, 19 Winthrop St., Medway, Mass., sells rr. books and B&M, MEC, NH tts. and R&LHS Bulls. (SSE)

GENE ELLIS, Milledgeville, Ga. 31061, wants pix of Portland & Rumford Falls and Rumford Falls & Rangeley Lakes.

J.R. FAIR, 661 W. Polo Dr., Clayton, Missouri 63105, buys emp. tts., pix, info. on M&NA and M&A.

JAY FELDMAN, 1757 W.N. Shore Ave., Chicago, Ill. 60626, wants pix, plans info. on GM Aerotrains.

BILL FLYER, Box 7, Babson Park, Fla. 33827, sells unused Aberdeen & Rockfish tickets for $1 donation to the BERA.

WM. FORDER, Box 283, North Bay, Ont., Canada, sells postcards of ON frt. train with locos 1605 and 1601.

LES FREMMING, 1650 N. Pacific, Kelso, Wash. 98626, trades and buys rr. lanterns.

ED FULCOMER, Rte. 2, 1706 Hillside (what—street, ave., blvd., or alley?), Ft. Collins, Colo., will trade steam slides or steam negs. for same of certain C&S, CB&Q, FW&D, UP, CRI&P, and DRGW diesels.

PAUL GARDE, Box 368, Green Mountain Falls, Colo., who sells thousands of color and b&w rr. slides, has just issued 3 very long lists: "N.Y. State and nearby Shortlines, Mostly Diesel, Some Steam," and "RDC's, Gas, Oil, Other Self-Propelled Cars," and "Steam and Diesel Locos East of Rockies." Each list 35¢, including sample slide.

STEVE GARY, 680 12th St., Campbell, O. 44405, sells 616 pix of U.S. or Canadian steam. Sells or trades sizes 616 and 120 pix of U.S. diesels or steam. (SSE.)

HARRY GOLDEN, 2702 Essex St. S.E., Minneapolis, Minn., collects railroad pencils.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., trades or buys rr. stock certs., also Moody or Poor manuals.

FRANK GUERNSEY, 3725 N.E. 17th (what—street, ave., blvd. or alley?), Portland, Ore. 97212, buys, sells, swaps steam negs., any size, of GN, NP, SP, SP&S, WP, or western shortlines. Buys, trades transit tokens.

MARTIN HAHN, 127 W. Central Ave., Moorestown, N.J., sells railroadiana, lanterns, train orders of PRR, PRSL, etc. List free.

WILFRED HALL, 26 Miller St., Belfast, Maine 04915, will sell 35 diff. Belfast & Moosehead Lake unused tickets, both card and coupon type, $1 postpaid.

BRUCE HEARD, 1005 N. Vagedes Ave., Fresno, Calif., wants El Paso & S.W. tts., emp. tts., folders, etc.

LAZEAR ISRAEL, 936 S. Genesee Ave., Los Angeles, Calif. 90036, wants size 616 pix of U.S., Canadian rapid transit cars, buy or trade.

KARL HENKELS, 1628 N. Oakley, Chicago, Ill. 60647, trades, sells orig. 35mm Kodachrome slides of diesels and cabooses in his area.

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells size 616 and larged steam pix of most U.S. rrs., also Canadian and NdeM. Will send list of what you want.

BOB JOHNSON, 345 Elm Park Ave., Elmhurst, Ill., buys GTW railroadiana, esp. hardware.

RAY JOHNSON, Jr. (age 9), 1406 Ord St., Laramie, Wyo., asks for pix of locos, trains, and rr. wrecks for his scrapbook. (Editor's note: We think Ray is the yougest fan ever listed in the nearly 35-history of this department.)

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells old issues Railroad Magazine, Trains, R&LHS Bulls., model mags., etc. (SSE) Buys collections of such mags., good cond.

G. KIDDER, R.D. 1, Acton, Mass., will sell RF&P steam loco headlight and stereo views of Portland & Ogdensburg Ry. (SSE)

RON KINUM, 7671 Quebec Dr., Huntington Beach, Calif. 92646, will buy Rutland RR. book.

K.L. LANTZ, 16551 S.E. 82nd St. N. 27, Clackamas, Ore. 97015, buys pix of 2-8-8-8-4's.

RON LEWIS, 5235 3/4 Oliva Ave., Lakewood, Calif. 90712, wants Boston El and MTA mags.; also any size pix, maps, equip. plans, etc., of those lines.

ED MESKYS, L71, Box 808, Livermore, Calif. 94551, will buy certain issues of Transit mag. Wants other rapid-transit items.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn., sells rr. books, tts., folders, etc. (SSE)

PHIL MOSELEY, 614 W. Birch Ave., Enid, Okla. 73701, wants Morse code sounder.

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa. 17102, wants 35mm slides and color negs of PRR GG-1. Sells 3½x5 color pix of PRR GG-1.

H.G. NELSON, 1717 W. Gilbert Ave., Peoria, Ill. 61604, will sell to top bidders 2 large books: "Rails Around Gold Hill" and 1944 Loco. Cyclopedia, both mint cond.

NORM NEWCOMB, Box 131, Pasadena, Calif., sells tape recordings of McCloud steam and UP 844.

AL PARSONS, 3237 Voigt Dr., Indianapolis, Ind. 46224, buys NC&StL pix, color slides, publications.

ART PICKLES, 710 Ridgeside Dr., Monrovia, Calif. 91016, trades rr. lanterns, switch keys, other railroadiana. Wants shortline lanterns and keys. (SSE)

JIM RICHARDSON, 1501 Ferguson Ave., Nashville, Tenn., will buy '23-'24 Telegraph Magazine.

GARY ROSTAD, 16 Portland Ave., Winnipeg, Man., Canada, wants Trains 1/60, 12/60, 3/61, 6/61, Mdl. RRer 12/58, RMC pre 5/59, all with covers.

RAY SABO, 19975 Norwood, Detroit, Mich., wants CN conductor's cap badge.

GLENN SAUDER, 162 N. Mill St., Dalton, O., sells old issues of Railroad Magazine, Mdl. RRer, Trains, MRC, etc. (SSE)

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells 35mm color slides and b&w pix of steam, diesels, wrecks. List free.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells loco bldrs, catalogs, books on steam, Off. Guides. (SSE)

JOHN SULLIVAN, 750 Elk Spur St., Elkin, N.C. 28621, trades 35mm Kodachrome slides of SOU, ACL, N&W, SAL, etc., for New England, NW or SW roads.

AVERY von BLON, Jr., Box 6422, BU Station, Waco, Texas, wants address of retired SP switchman Lon Emory.

BILL WAGNER, Box 842, Richmond, Ind. 47374, wants pre-'30 tts., maps, rr. histories and state maps with color coded rr. lines.

R.R. WALLIN, Box 1784, Springfield, Ill. 62705, trades orig. 35mm color slides of diesels.

ED WHITE, 2322 31st S., Seattle, Wash., will buy air whistle from MILW elec.

RUDOLPH WITTEMANN, 6 Benson Rd., Kendall Pk., N.J. 08824, sells old issues of Railroad Magazine, model mags., catalogs. For list send large stamped env. and 10¢.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J., sells and trades diesel negs. on approval of CNJ, EL, LV, NYS&W, other N.J. roads.

Canadian National No. 5299 at Blackwater Jct., Ontario, on September 10, 1949.
Ray Deschenes, 903 Mohawk Rd. East, Hamilton, Ont., Canada

J.J. YOUNG, Jr., 17 Cypress (what—street, ave., blvd., or alley?), Binghampton, N.Y., sells wide variety railroadiana, incl. books, tts., emp. tts., pix, begs., orig. color slides. List 15¢, coins or stamps.

WALLY YOUNG, 3053 Admirals Rd., Victoria, B.C., Canada, wants address of Geo. Harris, formerly of Whitemouth, Man., Canada.

MARTIN ZAK, 2 Hedgerow Dr., Morrisville, Pa. 19067 will buy negs. and bldrs. plates of PRR classes E-3sd, E-5s, E-6s.

Model Trading Post

AL MILLER, 3212 34th Ave., S., Minneapolis, Minn. 55406, wants Lionel std.-gage car 431.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants '38-'40 Lionel catalogs, 700EW Hudson, 755W Hiawatha pass. train set.

RUDOLPH WITTEMANN, 6 Benson Rd., Kendall Park, N.J. 08824, sells Red Ball HO kits, Walthers O gage kits, and painted figures. •

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Shortlines of Louisiana

Locomotive rosters compiled by Sy Reich

Arkansas & Louisiana Missouri Railway

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
10	1000	GM-EMD	NW2	B-B	62,500	248,000	1949	
11	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	
12	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	

Owns one other unit; the specifications are unknown to us.

Feliciana Eastern Railroad

Owns two units; the specifications are unknown to us.

Helena Southwestern Railroad

Owns one unit; the specifications are unknown to us.

Louisiana & North West Railroad

40-41	800	GM-EMD	SW8	B-B	57,500	230,000	1950	
42-43	1000	Baldwin	VO 1000	B-B	59,600	240,580	1943-5	1

Louisiana Eastern Railroad

Owns five units; the specifications are unknown to us.

Louisiana Midland Railroad

10	1200	GM-EMD	SW7	B-B	?	?	1951	
One unit	600	GM-EMD	SW1	B-B	49,500	199,500	1940	2
Two units	600	GM-EMC	SW	B-B	53,000	206,000	1937	10

Louisiana Southern Railway

504-505	500	GE	80-ton	B-B	48,750	162,500	1939	3

Natchez, Urania Ruston Railway

Owns one unit; the specifications are unknown to us.

New Orleans & Lower Coast Railroad

1650	165	Plymouth	JDT-18	B	9,000	36,000	1957	4
3002	100	Plymouth	JLA-12	B	6,000	24,000	1935	5
6604-6606	660	Alco-GE	S1	B-B	59,400	198,000	1947	6

New Orleans Public Belt Railroad

31-33	900	Baldwin	VO 900	B-B	73,800	246,000	1937	7
41-43	660	Baldwin	VO 660	B-B	59,370	197,900	1941	
44-46	660	BW	DS 4-4-660	B-B	59,976	199,920	1946	
47-49	750	BW	DS 4-4-7.5	B-B	58,980	196,600	1949	8
50-51	800	BLHW	S-8	B-B	59,460	198,200	1951	
61-62	1200	BLHW	S-12	B-B	72,210	240,700	1955	
71-72	1200	GM-EMD	SW1200	B-B	60,950	237,410	1957	

New Orleans Terminal Company

Owns no equipment. Southern Ry. System uses its facilities.

New Orleans Union Passenger Terminal

1-3	800	GM-EMD	SW8	B-B	56,500	230,000	1953	9

North Louisiana & Gulf Railroad

37-38	800	GM-EMD	SW8	B-B	69,000	230,000	1953	
102, 104	600	GE	70-ton	B-B	41,300	140,000	1949, 54	

South Shore Railway

11	600	GM-EMD	SW1	B-B	49,500	198,000	1951	11
12	800	GM-EMD	SW8	B-B	57,500	230,000	1952	

Texarkana Union Station Trust

Owns no locomotives. KCS, MP, and T&P use its facilities.

Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans

956-959	?	Alco-GE	?	B-B	?	?	?	12
1057-1060	1000	Alco-GE	S2	B-B	69,000	230,000	1948	13
6602-6603	660	Alco-GE	S1	B-B	59,850	199,500	1940-1	14

Louisiana Roster Notes

Rosters are based on data from asst. v.p. of Southern, chief mechanical officer of Missouri Pacic and Texas & Pacific, master mechanic of NOPB, mechanical supt. of NOUPT, v.p. traffic and transp. of Jones & Laughlin Steel, NL&G, auditor of South Shore Ry., and manager of Texas & Pacific-Missouri T&P-MPT of NO. The rosters are generally accurate as of the fourth quarter, 1964.

For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials or both, which has a route mileage less than 400.

Locomotive builders: GM-EMD General Motors, Electro Motive Div.; GE, General Electric; Alco-GE, American Locomotive Co.-General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) L&NW 42 and 43, ex-St. Louis Southwestern 1005 and 1009.

(2) LM ?, ex-Erie-Lackawanna 356.

(3) LS 504 and 505, ex-North East Oklahoma 253 and 254.

(4) NO&LC 1650 originally was 3003.

(5) NO&LC 3002 was sold to T.P. Thompson Co.

(6) NO&LC 6604-6606 were originally 9013-9015. Nos. 6604 and 6606 were sold to Brooklyn Eastern District Terminal, renumbered 22 and 23. No. 6605 was sold to Geo. R. Silcott Ry. Equipment Co.

(7) NOPB 31-33 are not listed as VO's by the builder.

(8) NOPB 47-49 are listed by the builder as DS 4-4-660's, with 660 hp.

(9) NOPT 2 was sold to Jones & Laughlin Steel, renumbered 101.

(10) LM ?, ex-Elgin, Joilet & Eastern 206, 208. These units were reportedly originally sold to South Shore Ry.

(11) South Shore 11 listed as LM 11 by the builder.

(12) TP-MP 956-959 are ex-TP-MP 21-24. These are either RS-2's or RS-3's.

(13) TP-MP 1057-1060 are ex-11-14.

(14) TP-MP 6602 and 6603 are ex-3 and 4. •

BOOKS OF THE RAILS

PACIFIC COAST SHAY: *Strong Man of the Woods*, by Dan Ranger, Jr., 112 pages, 8½x11", illustrated, Golden West Books, P.O. Box 91, San Marino, Calif., $7.95.

"The big problem in logging was, and still is, how to get the logs out of the woods," said Ephraim Shay, the bearded logger who designed the geared steam engine that bears his name. His invention came about as a result of Michigan's mild winters in the early 1870's. The only way logs could be hauled to Michigan sawmills in those days was by waiting till very cold weather and then using horse-drawn sleighs on icy roads. In open winters the loggers faced bankruptcy. Mr. Shay solved the problem by designing and building a new type of motive power. Ranger's book tells about it.

"The geared locomotive attained its peak of popularity during the 1920's," the author writes, "and no fewer than 825 of these machines were in use on the West Coast. Of this number more than 500 came from Lima. The Pacific Coast type was first introduced in 1927 as a last-ditch effort to induce the Western lumber industry to continue to log the vast timber stands by Shay locomotives."

Pacific Coast Shay is good reading-matter, with 215 photos well reproduced, a two-page two-color map, many mechanical drawings, and creative artwork by Robert Carlson. Some of the photos are breathtaking.

THE NORTHWESTERN PACIFIC RAILROAD: *Redwood Empire Route*, 272 pages, 8½x11", illustrated with 500-plus photographs and 13 maps; alltime rosters of locomotives (including leased engines) and cars and boats; indexed; published by the joint authors, Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif., and Guy Dunscomb, 1418 Fordham Ave., Modesto, Calif., $12.50 (plus 4% sales tax for Californians).

This impressive volume, weighing 2¾ pounds, takes it place alongside other giant-size railbooks in our library. Both authors are well known railroad historians who belong to the Railway & Locomotive Historical Society, Pacific Coast Chapter, of which Fred Stindt has been chairman since 1949. Fred was No. 10 of *Interesting Railfans*.

The magnitude of this work is seen in the total of 42 shortlines comprising the Northwestern Pacific, which had 472 miles of broad-gage track and 96 of narrow-gage, and 98 locos on its alltime roster. Also 360 passenger cars, 23 roundhouses, 32 turntables, 119 bridges

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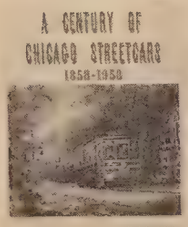

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NWP began in 1864 as the horse-drawn Petaluma & Haystack Railroad and eventually did a thriving business hauling commuters and vacationists in the San Francisco Bay area with steam and electric power. Today it is just another dieselized operating division of the Southern Pacific, having no revenue cars of its own except cabooses.

The book is a comprehensive history, with detailed rosters, but is mostly a picture gallery. Besides the author's collections, photos are credited to 52 other sources. Unfortunately, all credits are lumped together without page numbers, so we have no way of knowing who took which pictures. The illustrations were well chosen, however, and are eminently satisfying. Especially good are the endpapers, two 17x11" photos printed in green. One shows a train steaming through the woods; the other, a five-car electric train with a marine background.

SMOKE ACROSS THE PRAIRIE, by James L. Ehernberger and Francis G. Gschwind, 64 pages, 8½x11", illustrated, Intermountain Chapter, National Railway Historical Society, P.O. Box 921, Golden, Colo. 80402, $4.95.

Two well-informed authors tell the story of the Union Pacific's Nebraska Division during the Steam Age, reviving "smoke-filled memories" and acquainting outsiders with a colorful era. The quality of their writing is good. For example:

"The prairie winds have long since swept away all vestiges of the smoky breath of the Iron Horse. The vast smoke haze which stretched along the Valley of the Platte and hovered over Lodge Pole Creek has vanished forever. The majestic cottonwoods still stand close beside the branch line rails but the hot showers of sparks and cinders no longer rain down upon their foliage. The Union Pacific trains roll on, all along the division, but a page of history has been turned and a chapter closed."

There are 118 illustrations, some of them magnificent, also maps, and a dramatic painting by Otto Kuhler. But we wish that, in selecting pictures, the authors had given some thought to other subjects in addition to engines and trains. We'd like to have seen more human interest pictorially as well as in the text matter.

HOW WE BUILT THE UNION PACIFIC RAILWAY *and Other Railway Papers and Addresses*, by Maj. Gen. Grenville M. Dodge, 171 pages, 5½x8½", illustrated, Sage Books, 2679 S. York St., Denver, Colo. 80210, $5.

Dodge was the UP's chief engineer, 1866-'70, during the building of the transcontinental line. This book was reprinted in 1965 from a private edition, date unknown. Unlike most railbooks, it is documentary source material. The story is told in Dodge's own words. For example: "I knew only one Indian word, *Puckechee,* which means, 'Get out!' That I told them . . ." Recommended for adult readers who like railroad history first-hand. But the illustrations are nothing to brag about.

Monument at Eureka station in memory of three crew men killed in landslide: one of 500 photos in *The Northwestern Pacific*, by Stindt and Dunscomb.

PROGRESS ON RAILS, by Charles Walker, 64 pages, 9½x7¼", illustrated, St. Martin's Press, Inc., 175 Fifth Ave., New York, N.Y., $2.95.

"This book," says the author, "is intended to be a reminder of the debt we owe the railways and the men who built them." Besides some excellent background material on early railroading, it brings the railroad story up to date and is delightfully illustrated. It is the kind of book we would give to an intelligent teen-ager.

RAILWAYS *to the End of the 19th Century*, a Science Museum booklet, by T. M. Simmons, 22 pages, 6x6", illustrated, British Information Services, 845 Third Ave., New York 22, N.Y., $1.

Early history of railways in Great Britain, with 20 quaint and beautiful illustrations (photos and paintings).

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These books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not book publisher), 205 E. 42nd Street, New York, N. Y. 10017. Here are a number of suggestions:

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unexpected sickness or accident can put you helplessly in debt . . . rob you of your life's savings!

. . . DON'T WORRY ABOUT BIG MEDICAL AND HOSPITAL EXPENSES WHEN YOU ARE HOSPITALIZED AND CAN'T WORK

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Company can never cancel
PAYS AS MUCH AS $5200 YEARLY WHILE CONFINED
* EVEN FOR LIFE!
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Since we employ no salesman, we use this means to introduce this outstanding offer. We are willing to risk the initial expense in making this SPECIAL OFFER so that you can see for yourself how good this low-cost policy is, and that you will want to keep it in force as so many others have done.

WHY THESE PREMIUMS ARE SO LOW

You deal directly with the home office. We have no collectors' or branch office expense. Costs are reduced to a minimum. Savings are passed on to you in the form of lower premiums.

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Dealing directly with the home office speeds claims. There are no branch offices, which adds to the cost of handling claims and where claims can be delayed. To file a claim, notify us in writing. Claim blanks are sent by return mail. You get fast action no matter where you live.

This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

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Enter any hospital which meets minimum standards of the American Hospital Association. This does not include government hospitals, sanitoriums, convalescent homes, or similar facilities.

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At small extra cost, you may add surgical-medical benefits; maternity benefits to cover pregnancy or its complications. For information on each, check application.

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1904 Farnam St., Omaha, Nebraska 68102

Enclosed is $1.00 for one month's insurance. I hereby apply for a FAMILY HOSPITALIZATION POLICY for myself and those dependents, if any, as shown below.

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Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

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	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.							
2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details _____

3. What other Hospital insurance do you carry? _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this ____ Day of _____ 19____

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐
Adult Benefits for Children ☐ Maternity Benefit Rider ☐

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TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.60)

Jesse James's last hideout was a hilltop farmhouse in St. Joseph, Missouri, overlooking all approaches, for self-protection. Disguised by a heavy beard, the outlaw lived here, as Thomas Howard, with his family. He kept two horses stabled in a lean-to at the left, handy for a quick getaway, but was murdered in adjoining room. Picture shows his body being taken to center of city. One of 125 illustrations in Freeman Hubbard's *Railroad Avenue*, enlarged edition.

HOBBY CLUB

Conducted by Sy Reich

A GROUP of public-spirited public-relations men have organized "Americans for the Preservation of Railroad Passenger Operation" (APPRO) and plan a vigorous campaign to get people back onto the trains. There is no good reason why the railroads should run trains just as stand-by service for times when snow or fog is too heavy for other transportation.

Sy Reich

As Al Perlman, New York Central president, said: "We haven't deserted the passengers; they deserted us." Railroad management would be delighted to run passenger trains if it didn't have to do so at a loss. APPRO is a step in the right direction. This new organization has had railroad experience and is attacking the problem from several angles. Right now it seeks support. To widen the base, it needs "charter" members at $10 and "regular" members at $4. Readers who want to check the dwindling of rail passenger service can help by sending checks or money orders to APPRO, 10 E. 53rd St., New York, N.Y. 1002.

This is no "lost cause." Figures seem to indicate that the tide is turning. With domestic air and highway travel nearing the saturation point, there is bound to be a return to the rails. Our readers can speed that return by lining up solidly behind APPRO.

Human Interest

Back numbers of *Railroad Magazine* and other rail periodicals are needed for Lehigh County Prison. They should be sent to the Rev. Charles V. Naugle, chaplain, Rte. 1, Macungie, Pa., who writes: "One of the duties that falls to me in my work as chaplain is replenish the reading material in the prison library. The men wonder if we might get some magazines which deal with railroading." No funds are available to pay for such magazines.

Joe Frankenheimer, director of a new movie called *The Train*, starring Bert Lancaster, is making a six-city personal-appearance tour on behalf of the United Artists release.

"The Official Guide about 20 years ago listed the Valley Railroad, with headquarters at Westline, Pa.," writes David W. Jefferies, 803 W. 3rd St., Ayden, N.C. 28513, "which my family used to own. It was, I believe, the shortest line mentioned in *The Guide;* it had two Shay engines, and the officials listed were my uncle and my grandfather."

"I believe I have the country's largest collection of privately-owned section gang equipment," states Terry E. Durkin, 1521 W. Hotel Circle, San Diego, Calif., "including motor cars, hand cars, velocipedes, and push cars, a dozen in all. Would like to hear from anyone who has such equipment or knows anything about it. I am also trying to compile a list of railroads that still use or own hand cars or velocipedes, and seek help from readers. (List includes SP, MP, and Term. RR. of New Orleans.)"

Now we hear from Thomas W. Solomon, 103 W. Church St., Headland, Ala.: "Your magazine is solely responsible for making a fine friendship that is of long standing. About 30 years ago I wrote to W. F. Beckum, Jr., in answer to his ad in the department now called *The Switch List.* We have since become personally acquainted and visited in each other's home. He is a bank cashier. His wife said they did their courting while watching trains near a yard office."

Hundreds of readers have answered our query as to what hobbies they follow aside from rails. Replies are still coming in. Photography heads the list. The total is so large that we will print only a few of them picked at random. For example: Bob Thatcher, drag racing; Fred Rieder, buses; Gordon Mills, hot-rodding; Robert Buckley, music, tape recording, and antique autos; Harold Fonks, steamboats, steamships, and cartooning; Elmer Braswell, Jr., philately, astronomy, and medical subjects; David Jefferies, radio ham, astronomy, theater organs, tape recording, and gold prospecting; and W. R. Osborne, lighthouses.

The following letter from Henry E. Bruyere, 15 Sexsmith St., Carman, Man., Canada, was printed originally in the weekly newspaper *Labor*:

"I retired in 1958 after 40 years as an agent-operator. I was with the New York Central, Ottawa Division, until 1914, then joined the old Canadian Northern which later became Canadian National.

"Since 1908 I've kept a diary of my moves, as well as photographs of the 45 points at which I worked. My album records derailments and many other events. Many who have viewed it say it's one of the most complete of its kind they know of. The Canadian Rail Transportation Museum at Montreal has asked me to loan or donate the album as an exhibit.

"My main point in writing, however, is to inquire whether any of your readers have any similar collection."

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With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

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Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. $9.95

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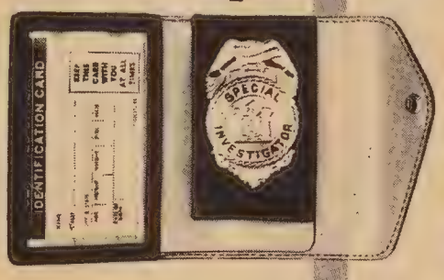

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Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
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Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open. $4.70; 7 1/16", $4.95; 9", $7.50; 11". $12.95

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OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
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Arcade & Attica Steam

The steam-operated Arcade & Attica has cut its fares for the benefit of bus operators and tour agencies that supply passengers for the A&A. The group rate is $1.20 per adult, 60¢ per child under 12, for any group with 25 or more passengers. Individual fares, $1.50 and 75¢.

A&A trains run Saturdays, Sundays, and holidays from May 1 through Oct. 31. These trains consist of open-platform steel coaches, vintage of 1915, hauled by a 1917 Baldwin 4-6-0. They leave Arcade at 10:30 a.m. and 12:30, 2:30, and 4:30 p.m. (Wednesday trains also will run at 2 and 3:45 p.m. in July and August only.)

Over 100,000 persons have ridden the A&A since mid-1962, most of them adults. Many come by chartered bus. The 1½-hour, 15-mile round trip is

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often part of a picnic. A free 17-acre park is complete with tables, shelters, washrooms, swings, and slides. Refreshments and meals available in town. Free parking. Arcade is on N.Y. routes 39 and 98. It is 35 miles from Thruway exit 54, from the west; 37 miles from Thruway exit 48, from the east. President of the A&A is Richard I. Cartwright, Box 347, Arcade, N.Y. 14009.

Central American Steam

International Railways of Central America and other lines in area still use steam power, although there are signs of a diesel infiltration.

"Just returned from a trip to Central America," writes an enthusiastic member of the Railroadians of America, "on a United Fruit Co. freighter, a splendid and restful trip. When the ship tied up at Puerto Cortes, Honduras, I saw and heard steam locomotives all over the place. Not having expected it, I soon ran out of film; and so far the town doesn't have enough tourists to justify any of the stores stocking it. Your readers should be apprised of this area so they can visit it while steam is still in its finest hour. United Fruit's 12-passenger freighters sail every Thursday from New York. It's the best cruise value I know of.

"Puerto Cortes, a regular port of call for those ships, has two railroads to observe and photograph, including the busiest stretch of narrow-gage single track I have ever seen. The Ferrocarril de Nacionales has 10 good Mikados, vintage of 1948, which are on the go all day long, while the Tela (United Fruit line) operates a variety of neat, well-kept 2-8-0's. Opportunities for photography are excellent, and you can ride the trains for a very low fare. The freighter stays at Puerto Cortes and at Puerto Barrios, Guatemala, long enough for a thorough exploration of the steam lines at both places."

The Steam Parade

Sierra Railroad steam engine No. 3 was restored temporarily to her original appearance and was featured in a Warner Bros. movie production, *The Great Race,* era of 1908, Technicolor, with stars Tony Curtis and Jack Lemmon. Shooting was done last January between Standard and Jamestown, Calif. The news, courtesy of Barry Garland, came from *Steam Echoes,* mimeographed news sheet of the Sierra Mountain Railroad Club, P.O. Box 1015, Auburn, Calif.

Steam Echoes also says that a new scenic railroad may be in operation by this spring between the Yacht Club at Coronado, Calif., and Silver Strand State Park. The firm sponsoring it has permission to use the SP's San Diego & Arizona Eastern right-of-way. Trains will be operated by union crews of 4 men each under regulations of the ICC and the California Public Utilities Commission. The firm is Parr Industrial Corp., consisting of Fred Parr Cox, a San Francisco industrialist, and Bill Nietfeld of San Diego. They bought Sierra engines 34 and 36 and they own 3 passenger cars and a "combo."

The movie titled *Of Wayward Love,* an Italian import starring Catherine Spaak, had some lengthy sequences taken on an Italian passenger train that would delight the most ardent steam enthusiast, reports James T. Hatfield, 728 N. Prospect, Kansas City, Mo. 64120. He says there are excellent sight and sound effects of a 4-4-0 getting under way, negotiating Alpine tunnels, and speeding on the high iron; also some fine shots made from atop the steam-engine cab and the fireman at work.

Another saddle-tank steam engine has arrived from Illinois to operate on the trackage of the Mid-Continent Railway Historical Society at North Freedom, Wis. She is No. 6 of Illinois Public Service Co.

Our January issue, page 56, carried a comment by Ed Emery on Ontario Northland locos. "This should be corrected," writes Ray Corley, 490 Albertus Ave., Peterborough, Ont., Canada. "The four locos (two from CN, two from CP) are not ON property but are being held by that road for the Ontario Government for a possible museum project. Two carry CP lettering; one has CN lettering. The fourth, which is lettered *Ontario Northland 137,* is actually CN 2164, the ON having received permission to repaint her in its colors for exhibition purposes.

"February issue, page 52, had a reference to CP 2860 'now undergoing restoration by CP's shop force' in Vancouver. This was probably correct at the time it was written. However, before the February issue came out, the engine had been moved from Vancouver."

Since *Railroad* is not a daily paper, or even a weekly, we have no way of presenting day-to-day developments as they happen. Mr. Corley sends us also an interesting 7-page list of demonstrator locomotives as a comment on our own list (Feb. issue). We wish we had space to print it or time to analyze it, but we haven't.

Largest and Heaviest

When we published those two lists of "largest," "most powerful," and "heaviest" steam locomotives from Elliott Kahn and Bert Pennypacker in our March issue, we didn't know what we were letting ourselves in for. As soon as

the issue came out, we began to be flooded with mail from readers who disagreed with those lists, mostly on minor points. Several readers sent us long lists of their own.

There were so many contradictions, mistakes, and corrections in the mass of correspondence that we cannot possibly correlate the lot and check up on all those figures. It would take us several days of solid editorial work to do that and we don't have that much time available. So we can only thank those readers who wrote to us and hereby close the subject.

Bert Pennypacker puts it this way: "It would be impossible to compile a completely accurate list, because the field is too large and complex. Would you nominate engines on the basis of specifications when built new? If so, how about rebuilds wherein a medium-sized engine suddenly overpowers all competitors?

"Furthermore, even assuming we achieve a foolproof list of the heaviest and most powerful steamers, such a list would be merely a relative or academic document. After all, the top engines in each type achieved their positions by slight margins, sometimes by a mere 300 to 500 pounds, which means virtually nothing.

"Also, mere weight and rated tractive effort aren't the only indications of power, since the boiler capacity in terms of steam production and horsepower output have even more to do with what an engine will do on the road than its weight or tractive effort. And, of course, the relationship between weight and tractive effort determine the adhesion of drivers, so think what this does to the top-rated 4-6-4 (without booster) — Illinois Central No. 1, boasting 58,000 pounds t.e. but so slippery that it couldn't develop its rated power.

"Several readers raised intriguing questions about locomotive performance. Robert Corson not only listed his nominations for top honors but went into a discussion of horsepower. He notes that numerous roads achieved spectacular results by rebuilds, but perhaps the IC overrated its power to a greater extent with post-World War II revisions featuring oversize cylinders, increased pressures, and t.e. formulas figured by using 90 percent rather than the normal 85 percent."

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City_____ State_____

Coming Events

April 24-25: Canadian National 4-8-4 No. 6218 will power fantrips from Windsor to St. Thomas; Ont.; 5-hr. layover to permit inspection of ex-Huntsville & Lake of Bays n.g. saddle-tanker now operating at Pinafore Park. Write to Roundhouse Records, P.O. Box 326, Royal Oak, Mich. 48068.

April 25: Lancaster Chapter NRHS trip: lv. Lancaster, Pa., 9:30 a.m. to Harrisburg via Columbia branch, along Susquehanna River to Perryville, east to Philadelphia, return to Lancaster; adults $8.50, $5 for kids. Write H. S. Fox, Jr. 104 E. Popular St., Lebanon, Pa. 17042.

April 25: visit Orange Empire Trolley Museum: lv. Pasadena 10:15 a.m. Fare $7, kids $4. Write Museum, Box 501, Perris, Calif. 92370.

May 2: Intermountain Chapter, NRHS, operates UP steam excursion with 4-8-4 No. 8444 between Cheyenne and Laramie, Wyo., but with diesel between Denver and Cheyenne. Lv. Denver 9 a.m. MST. Adults $12, kids $6. Contact the Chapter, P.O. Box 921, Golden, Colo. 80402.

May 8: San Francisco to Monterey, Calif., special train. Write to Paul von Haften, 112 Arguello, San Francisco, Calif.

May 8: visit Orange Empire Trolley Museum; lv. Los Angeles Union Station 9:45 a.m. going via Santa Fe's original San Diego main line, built 1881 thru Box Springs Canyon. Fare $7, kids $4. Write Museum, Box 501, Perris, Calif. 92370.

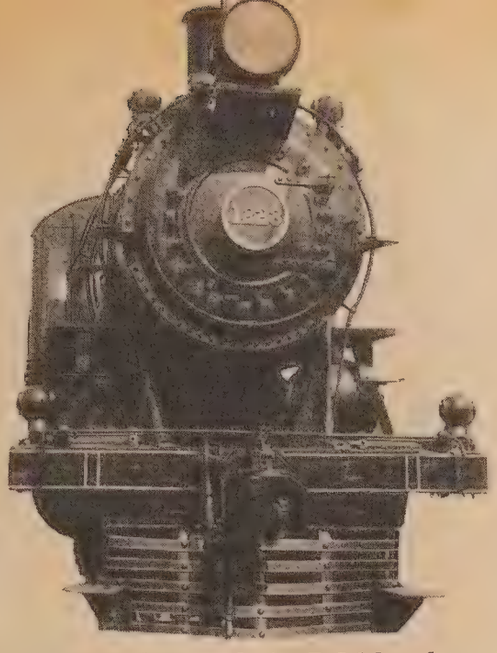
May 15: Excursion over E-L main line, Maybrook line, and via the New Haven's Poughkeepsie Bridge and Hopewell Jct. to Beacon (mostly frt.-only trackage). Visit and ride up Mt. Beacon on spectacular Incline Ry. Train leaves Hoboken, N.J., 9 a.m. EDT, stopping at Passaic, Paterson, Ridgewood. Adults $9.75, kids $5. Sponsored by Branford Elec.

May 15-16: River Cruise San Francisco to Sacramento. Write to R&LHS, Arthur Lloyd, 974 Pleasant Hill Road, Redwood City, Calif.

May 15-30: The 48 Company, a railfan group, operates trip with 2 old Soo Line cars from Minneapolis via St. Louis and Brownsville to Mexico City, returning via Los Angeles, San Francisco, Vancouver, and Winnipeg. (Another trip, Labor Day week-end, to Denver via Billings, covering D&RGW narrow-gage.) Contact John H. Goodman, 3304 37th Ave. S., Minneapolis, Minn. 55406.

May 16: Red Arrow all-MU trip over all divisions, many photo stops, sponsored by SE Penna. Ry. Assn. Leave 69th St. Terminal 10:25 a.m., rain or shine. Adults $6, kids $4.50 ($1 less for each if paid before May 10). Contact Henry J. Adamcik, trip chairman, 1129 Broad St., Collingdale, Pa.

Past History: Central Vermont's 700 wheels 65 loads and five empties into Italy Yard at St. Albans, Vt. (at left).
Photo by Philip R. Hastings



May 23: Washington, D.C., to Fort Monroe, Va., via RF&P and C&O, stops at Alexandria, Doswell, Richmond, and Williamsburg, walking tour of this historic fort where Jefferson Davis was confined 100 years ago on May 22, after the Civil War. Refreshments enroute on train; lv. Washington 8 a.m. Write Trip Committee, NRHS, Box 467, Washington, D.C. 20044.

May 29-30: Los Angeles Tour: rail or bus; Knott's Berry Farm, Travel Town, Grizzly Park RR., Trolley Museums at Perris and Pomona, Seymour Johnson's Live steamer. Write to Hal Rogers, Box 1714, San Jose, Calif., 95109.

Sept. 20-27: Californians to ride the D&RGW narrow-gage, Silverton branch: Alamosa, Durango, Silverton, Alamosa. Write Central Coast Ry Club, Box 1714, San Jose 6, Calif., 95106.

Roster Corrections

Some corrections to our Iowa shortlines rosters have been received from Ronald D. Sims. The Sioux City Terminal has three GE 70-tonners, numbers 1-3, of 600 hp., built in 1951 and 1956. The Charles City Western operates two diesels: No. 200 is a GE 23-tonner of 150 hp., built in 1941. No. 201 is a 43-tonner built by GE in 1939. The CCW also operates three electric freight motors, two of which are numbered 300 and 303. They are BW units from McGuire-Cummings, Texas Electric, and Grand River Ry. Ex-passenger car 50 is used in work service.

Southern Iowa Railway operates two box motors, 100 and 101, and one BW freight motor, No. 400, as well as 4-wheel line car No. 1 and an old streetcar, No. 9.

Iowa Terminal Railroad operates four freight motors, 50-53. No. 50 is ex-Oklahoma Railways, 51 is ex-Clinton, Davenport & Muscatine. Nos. 52 and 53 were built by BW. The IT purchased Kansas City-Kaw Valley motors 506-508 but the renumbering is unknown, and have ex-CNS&M line car 31.

Pennsy loco, class D-16sb, loaned to Strasburg RR. (see page six).
Paul Carleton

To our shortlines of Georgia rosters, Mr. Sims adds that the South Georgia Railway's unit is No. 202, a 70-ton GE 600-hp diesel.

Bruce Monson tells us that the Valdosta Southern's ex-EJ&E unit was probably rebuilt into 955. Their other unit is 655, a GE 600-hp 70-tonner.

George Abere, Jr., reminds us that LIRR 1503 was probably an FM demonstrator numbered 1503.

Additions to Pete Swanson's Piedmont & Northern roster come from James J. Buckley, as follows: P&N 5006 was built in 1916. P&N 5106 was built in 1912 as Oregon Electric No. 5, becoming OE 25 in 1914, and sold in 1945 to Utah Idaho Central, where it became 25, and sold in 1947 to P&N. ●

Active railfan, active railroader: R. Hervey Angier, Southern Pacific engineer, 143 Roselawn Pl., Los Angeles, Calif. 90042, is shown with his ticket punch collection and his jumper adorned with more than 113 different railroad emblems.

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A Man of Imagination

A fiction classic by Clifford Sweet

SAGGING on its rusty bearings, a sun-blistered caboose squatted on a siding in front of the Greenfield depot of the St. Louis & Kansas City Railroad. It was definitely an eyesore. Superintendent Melcher stood at the station doorway one hot August afternoon and scowled.

Until ten months before, another railroad, the little Greenfield & Northern, had wound out of the prairie town for a distance of ten miles. The G&N, or what was left of it, was owned by a gaunt farmer named Henry Ball, who was as rich as he was stingy. Mr. Ball reputedly would have stolen the silver plate off his mother's coffin if there had been one to steal, but the local railroad tycoon had saved expense by burying her in a plain pine box.

Since then, his penurious policies had led to the line's abandonment. In the process of junking, the shabby caboose had been left marooned on the St. Louis & Kansas City sidetrack. There it had been shunted and cursed from one end of the siding to the other by every train crew heading into the place. And this fact impelled Mr. Melcher to exclaim:

"I wish the damn thing would accidentally catch fire some day and burn up. I'm tired of seeing it every time I come here."

The only person within earshot was the station agent, Abner Trumbull. Furrowed and stooped, the oldtimer sat at his desk muttering into his cash book.

Mr. Melcher returned to division headquarters. Almost the first thing he saw on his desk the following morning was a wire from Agent Trumbull stating briefly that G&N caboose No. 1 had been totally destroyed by fire of unknown origin. What a blessing! The super grinned. He tucked the report away in a private file and readjusted his opinion of Abner Trumbull. Old-fashioned, yes, but a man of imagination. A man who had never been sufficiently understood or appreciated.

No longer seeing the dilapidated old relic every time he passed through

Greenfield, Mr. Melcher soon forgot the incident. But three weeks later it was brought to his attention one morning when Bruce MacDonald, the sandy-haired claim agent, sauntered into his office.

"D' ye know anything about a fire at Greenfield on August the second?" Mac asked, seating himself on a corner of his chief's desk.

Thinking of fire in terms of a conflagration in which buildings and granaries and much smoke played the leading part, Melcher shook his head.

"Nope. Haven't heard of any."

" 'Tis a funny thing," said Mac with a shake of his head. "I've searched the files carefully. I find no mention of any fire at the place, yet here comes a claim in a' good faith."

"Eh?" Something stirred in the super's memory. "What kind of claim?"

MAC tugged a roll of papers from his coat pocket and offered it to Mr. Melcher. In his estimation, all claims came naturally under one heading—unnecessary expense. For five consecutive years he had kept the River Division on the honor list. Out of six divisions of the St. Louis & Kansas City Railroad, the River Division consistently held the lowest place for claim payouts.

The official's eyes narrowed a bit as he took the roll of papers and ran over the top sheet. It was, he saw, a claim signed by Henry Ball. A hasty perusal informed him it was for the alleged loss by fire of Greenfield & Northern caboose No. 1 while in the custody of the St. Louis & Kansas City line. The superintendent read no farther. Memory refreshed, he elevated his grizzled brows.

"Why, that antiquated shell wasn't worth ten cents!" he snorted. "As a matter of fact, it was trespassing on our property when it burned."

MacDonald shot his chief an accusing look. "So there *was* a fire, then? Why wasn't it reported?"

Mr. Melcher tried to pass off the incident as of little importance.

"Yes. Yes. There was a little fire down there. I forgot all about it. That old G&N caboose—it finally burned down. Hoboes, I guess. Probably the reason nobody thought about reporting it was because it was worthless."

"Worthless?" The claim agent threw up his hands in horror. Henry Ball is asking eight hundred dollars in damages —d' ye call that worthless?"

The super cussed. "Unreasonable! I tell you, that caboose had no real value. It was an old boxcar worked over, to begin with."

"So?" Mac made a note of this. "Where did the G&N get a boxcar? I never knew they owned one."

"What difference does it make where they got it?" Mr. Melcher flung back. "They had it. For some reason it was shoved onto our track without our consent, and was burned there. And now I suppose we'll have to be the goat."

Mac bristled indignantly. "D' ye mean pay him what he asks?"

"No. We couldn't do-that. Offer him fifty dollars."

The claim agent shook his head. "I'll listen to no such talk. He'll collect nothing from me."

"Now, Mac," the official pleaded, "don't be stubborn! We'll have to pay Ball something—that's the only way to get rid of him."

"No!" MacDonald reiterated. "He'll get nothing from me. I've got my own record to think about."

THE FALL rains began early in September. A series of minor slides and washouts along the Meramec River gave the division boss plenty to think about. As soon as he saw that MacDonald was not prying into the origin of the fire, Mr. Melcher dropped the claim from mind. That is, he tried to.

The subject had a way of coming up at unexpected times. Once was the day he was on his way to Kansas City to testify at a hearing concerning a highly competitive truck line. Seated on the observation end of his private car, the brass collar amused himself by making mental notes of the high and low spots in the track.

Occupying the chair opposite was Guy Farowell, the company's attorney. To all outward appearances, Farowell was asleep. But when they roared down through Coon Creek bottom, the private car snapping on the end of the train like a whip cracker, the attorney opened his eyes and looked at Mr. Melcher.

"The G&N caboose that burned-up at Greenfield," he remarked, as if they had been discussing the subject. "What's the matter with MacDonald? Why hasn't he cleared that claim?"

The super laughed mirthlessly.

"That blasted caboose again! I thought that when it burned I'd be rid of it. Is that what the company pays you ten-thousand a year to do?"

"You think it's a trivial matter, don't you?" Farowell asked, pushing his long legs out in front of him and crossing his feet. "As regards dollars involved, yes. But if that case comes to trial—"

"Trial!" the superintendent scoffed. "Mr. Ball wouldn't—"

"On the contrary, that's exactly what

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he did do. Case comes up next week. As I said, the amount of the claim is of minor import compared to the cost of fighting it. Naturally, if it's allowed to come up, I've got to go to Greenfield and defend the suit."

"Yeah, I suppose so," Mr. Melcher growled. 'You'd never hear the last of it if you lost by default."

Farowell went on heatedly: "I've no time for such monkey business. I'm slated to appear before a hearing every day for two weeks. I'm charged with the duty of blocking the attempt of trucking companies to edge into our territory. The company can't afford to have me hanging around that hick burg for two days, so I've written Mac to pay off. Full amount of the claim, if he has to. A jury of farmers would give it to Ball if Mac doesn't."

Two days later, returning to division headquarters, the super went in search of MacDonald.

"Mac," said the claim agent's chief clerk, "is down in the car record office."

Receiving the same answer twice more that day and again the next morning, aroused Mr. Melcher's curiosity. He went in search, found MacDonald in a stuffy back room squatting over stacks of dusty records, and asked: "What in hell are you looking for?"

Then he relayed what Attorney Farowell had said about Ball's claim. He tried to pin the claim agent down, get some definite admission as to what the fellow intended to do. But MacDonald was evasive until the brass collar, exasperated, demanded that he pay Ball.

"I'm still claim agent here, I'll ha' ye know," Mac cried, his blue eyes glinting. "I'll not be bulldozed by you nor Farowell either."

The wiry claim agent bounded to his feet, bristling with anger. As he came up, his shoulder brushed a shelf bulging with thick files of papers. Several slid down to the dusty floor.

Melcher sneezed. He reached for his handkerchief, sneezed again, and let loose a volley of strangling sounds as he backed to the door. Wheeling there, he left MacDonald frowning after him as he sought the open air.

A FEW mornings after a jury of farmers had rendered judgment against the company for the full amount of Ball's preposterous claim, a lantern-jawed farmer was seen walking past the door of the River Division superintendent.

"There goes Henry Ball to collect for his caboose," Mr. Melcher said to his chief clerk. "For two cents I'd go down and watch Mac turn over the money."

He was busy telling the clerk how Mac had fizzled out as a claim agent when the telephone rang. The clerk answered.

"That was MacDonald on the wire then," he said. "Wants you to come to his office—at once."

The super walked toward the door, grumbling: "Mac's conservatism has finally overtaken him. He's probably refused to give Ball his check and the old devil has started to raise cain."

Mr. Melcher hurried down the corridor. At the door marked *Claim Agent* he paused, twisted the knob, and barged in, expecting to see the claim agent figuratively battling for his life. Instead, Mac was nowhere in sight, but Henry Ball was there sitting calmly against the far wall. Mr. Melcher moved on into the office and closed the door.

Soon Mac breezed in by way of an inner door and the super was astonished at the lack of concern he displayed. The claim agent nodded to all present and greeted:

"Good morning, Mr. Ball! I dare say you've come for your check."

The tight-fisted farmer got up and lumbered across to the desk.

"That's right," he said sourly. "The court says you pay me."

Mr. Melcher craned his neck, half expecting to see Mac drag some trick out of his sleeve that would leave Mr. Ball tongue-tied—and checkless. More than once he had seen the division claim agent squirm out of a tough spot.

But Mac didn't do that. Smiling as if he actually enjoyed it, he handed over the check.

Mr. Ball was unable to control a start of surprise. Apparently he had come in a skeptical frame of mind. And now that he had his check, he seemed at a loss for something to say.

"Our railroad also has a claim against the G&N," Mac was saying. "It happens to be the same amount as the one I just paid you."

Mac gave the farmer the papers he had been fondling. Melcher, defying etiquette, deliberately started over his shoulder and read:

To Henry Ball, debtor:

One St.L.&K.C. boxcar No. 35682	$500.00
Track storage on same 10 months at $1.00 per day	300.00
Total claim	$800.00

The color drained slowly from the tightwad's cheeks, then rushed back in a flood of anger. He pushed up as close to MacDonald as the desk would permit. Standing there, he shoved a fist like a ham up under the claim agent's nose. Then the words came. Torrents of them. He called MacDonald a lot of things that wouldn't look good in print.

"Unless you want me to jam this here paper down your measly throat," he threatened, "don't ever mention claim to me again!"

"Just a minute, Mr. Ball!" the claim agent said blandly. "That is a legitimate claim and I aim to collect—"

HE BROKE off abruptly as the farmer came storming around the desk. Instead of running out, Mac threw open the door and beckoned.

Two men came quickly through the door. Melcher recognized the pair; he had seen them employed in some capacity or another on the G&N when that road was a going concern.

The two men stood there but said nothing. Ball spied them and halted abruptly. Anger evaporated from his hard-bitten cheeks and in its place came fear, swift and overpowering.

When Mac unscrewed the cap from his fountain pen, Ball reached for it. His hand trembled so that he could hardly sign his name, but he managed to endorse the check Mac had given him for the caboose. Throwing the pen and the check on the desk in front of the claim agent, he turned and fled.

"Aye, the G&N stole that boxcar from us," MacDonald was telling Mr. Melcher after the other had gone. "He caught one of our trains standing in the siding one day while the crew was at dinner and he switched it out. One of those men you saw here a minute ago was the brakeman who took the car. The other was the carpenter who made it into a caboose. They were both acting under Ball's orders. Ball knew they could pin the theft on him."

Mr. Melcher thought Mac had handled the situation pretty slick, but he wouldn't admit it publicly.

"So that's what you were hanging around the car record office for, eh?"

The claim agent nodded. "Their records showed one lost car—the one Ball took. Records showed the car into St. Louis, and there it vanished. Trouble was, it never got there. It was on the conductor's wheel report, but Ball had the car.

MacDonald lowered his voice to a confidential whisper: "'Tis my opinion the agent at Greenfield set the caboose afire himself, to get it out of his way."

A knowing smile softened the rugged features of Superintendent Melcher.

"Mr. Trumbull," he murmured to himself, "is a man of imagination." •

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MAIL CAR

(Continued from page 10)

Wanted by John W. Carder, 663 W. Grand Ave., Lima, Ohio, the words of an old song about the Coal & Coke Railroad in West Virginia. He remembers only snatches of it: "Morgan and Bond went out on freight . . . (something happened) They were ten minutes late . . . (something happened) And they tore up nine rails on the Coal & Coke line . . ." The C&C is now part of the Baltimore & Ohio.

Looking ahead, our July issue will feature Warren Crater's "40 Years of Jersey Central Engine Service." We have enough photos of CNJ engines and trains to illustrate it, except that we need pix that show engine crew men doing things. Human interest is a basic part of our editorial policy. We think readers will enjoy Crater's article; he is a Jersey Central engineer and knows his subject from first-hand experience.

Only 40 commuters plus a few rail buffs rode the last Pennsy commuter train from Cleveland to Youngstown a few weeks ago. John Eles, age 17, wearing a hogger's peaked cap, rode in the cab of locomotive 8849, and the conductor kissed lady passengers good-bye at every stop. That trip wrote finis to all Pennsy passenger runs out of Cleveland.

"I still get the shakes when I think of the time I was snowbound ten miles west of Oakley, Kansas," L. R. Wagner writes in *The Locomotive Engineer*. "It was in 1918 and I was stalled in a snow bank on the Union Pacific main line. Five engines and a snowplow were almost buried under snow. We were stuck there for nine days."

"*Railroad Avenue,* by Freeman Hubbard, has been a source of many pleasant reading hours for me," says Arthur F. Ritter, 13700 Alderwood Lane, 800 Leisure World, Seal Beach, Calif. "It revived nostalgic memories of the great period of railroading around the turn of the century. I was once a Lehigh Valley station agent, like my father before me, and grew up in the atmosphere of the railroad depot. I can recall many exciting experiences of those days."

A steam engine named *Winston Churchill* pulled the famed Briton's five-car funeral train from Waterloo station to Handborough. At the throttle was Alfred Hurley, engineer of the train Churchill rode from London to Southampton to inspect damage after a Nazi air raid in 1941. The engine is one of 40 built in 1946, some of them named after Britons who played a conspicuous role in the "Battle of Britain."

A shortline boomer, Lad G. Arend, age 81, who used to write for *Railroad Magazine,* is now retired and living alone in the obsolete railroad car *Chama* at 13 High St., Franklin, Ohio. He spends much spare time building non-operating scale models of 4-4-0's, Shays, open summer trolley cars, and other rolling stock that he remembers from his youth. These models have often been on exhibition.

Now and then Lad goes on scheduled fantrips. He also likes to browse through his library, which includes a complete file of *Railroad Magazine* from 1930 to date (his file prior to that year was destroyed) and 12,000 negatives of railroad photos plus some 5,000 colored slides, or listen to his fine collection of recorded train sounds. Our best wishes to Lad Arend! His life is rich with memories of his railroading years. ●

RAILROAD officials often call our attention to the huge state and Federal outlays that subsidize competing forms of transportation. Many railfans are working hard to correct the injustice by writing letters to civic officials, legislators and others. Note, however, the attitude of one director of the Grand Trunk Western Railroad. As publisher of *The Pontiac Press,* he advocates the expansion of transportation facilities that compete with railroads. Here are excerpts from *Pontiac Press* editorials:

With Oakland County expected to double its population in less than two decades and our largest industrial entity — General Motors Corp. — impatiently awaiting suitable airport facilities to broaden its air traffic, we have no time to lose in providing an airport worthy of the times and our mushrooming region. (Aug. 20, 1963)

We must build and build and build new highways until cars no longer block each other. We're entitled to sufficient room to move about in the great products which this community helps supply. (Dec. 28, 1964).

Regardless of the miracles of transportation that the future may unveil, automobiles will tighten, not lighten, their hold on the affections of all Americans—and the long-range planners would do well to start with that premise. Which, incidentally, bodes very well indeed for our state and city. (Dec. 26, 1964).

"It is reasonable to assume that this GTW director's solicitude for the automobile industry extends to trucks also?" comments Art Weber, author of "Selling Passenger Fares" (in our March issue), 608 W. 11-Mile Rd., Royal Oak, Mich. 48067. "If and when passenger trains are eliminated, what will go next—freight trains?" ●

ART WEBER'S article on red tape connected with the sale of rail passenger tickets is the sort of thing that *Railroad Magazine* should publish more often, according to Al Franck, P.O. Box 171, Richmond Hill 18, N.Y.

Pine Creek Railroad Shay was moved from old museum site north of Freehold, N.J., to the Allaire State Park. Ed Mead (from Steve Maguire)

"Weber's ideas on maps and guides relevant only to passenger facilities and services have been in my mind for years," Al writes. "I am glad to see the need recognized by others than myself. As a travel agent, I should point out the impractability of rail-travel promotion. Except in very limited circumstances, it does not pay. To qualify for commissions, the agent must obtain membership in—or, more properly, be accredited by—Rail Travel Promotion Agency. When I last looked into the matter, the basic cost of joining this agency was $200—and for all I know, annual dues are the same. Thus, it does not pay for any travel organization, other than a few of world-wide scope, to aspire to RTA acceptance.

"In New York State, article 10 of the General Business Law limits travel agents to $1 fee per ticket, to be paid by the passenger, not the carrier. Curiously, almost no travel agent seems to be aware of the applicability of this statute, which requires licensing all persons presuming to sell railroad or overseas-steamship tickets. The license fee is $25. I believe $2,000 bond must be posted.

"For all the railroad tickets the average travel agent is called upon to provide, observance of all the requirements is just a waste of time, money, and energy. I believe this state has some 3,000 travel agents, but I'd lay odds that not 10 percent of them know anything about the aforesaid law, much less comply with it. The state accepts applications and fees volunteered by conscientious parties but makes no effort to collect from the remainder.

"It all comes down to this: when and if the railroads make it easy and profitable for travel agents to sell their services, giving them proper tools such as intelligible tariffs, they will get the business." ●

Foreman A. D. Nelson in the Santa Fe diesel shop at Argentine, Kan., tests acid-water mixture that is used to wash diesel locomotive's steam generator.

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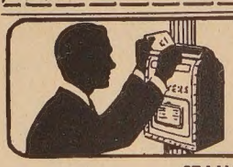

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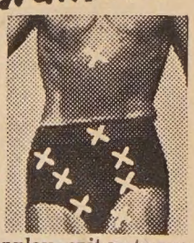

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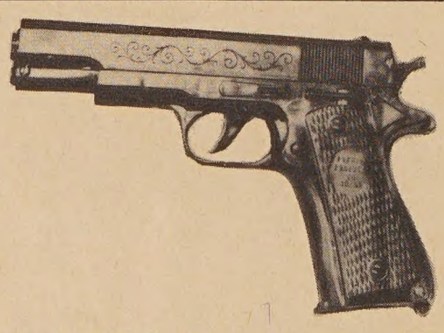

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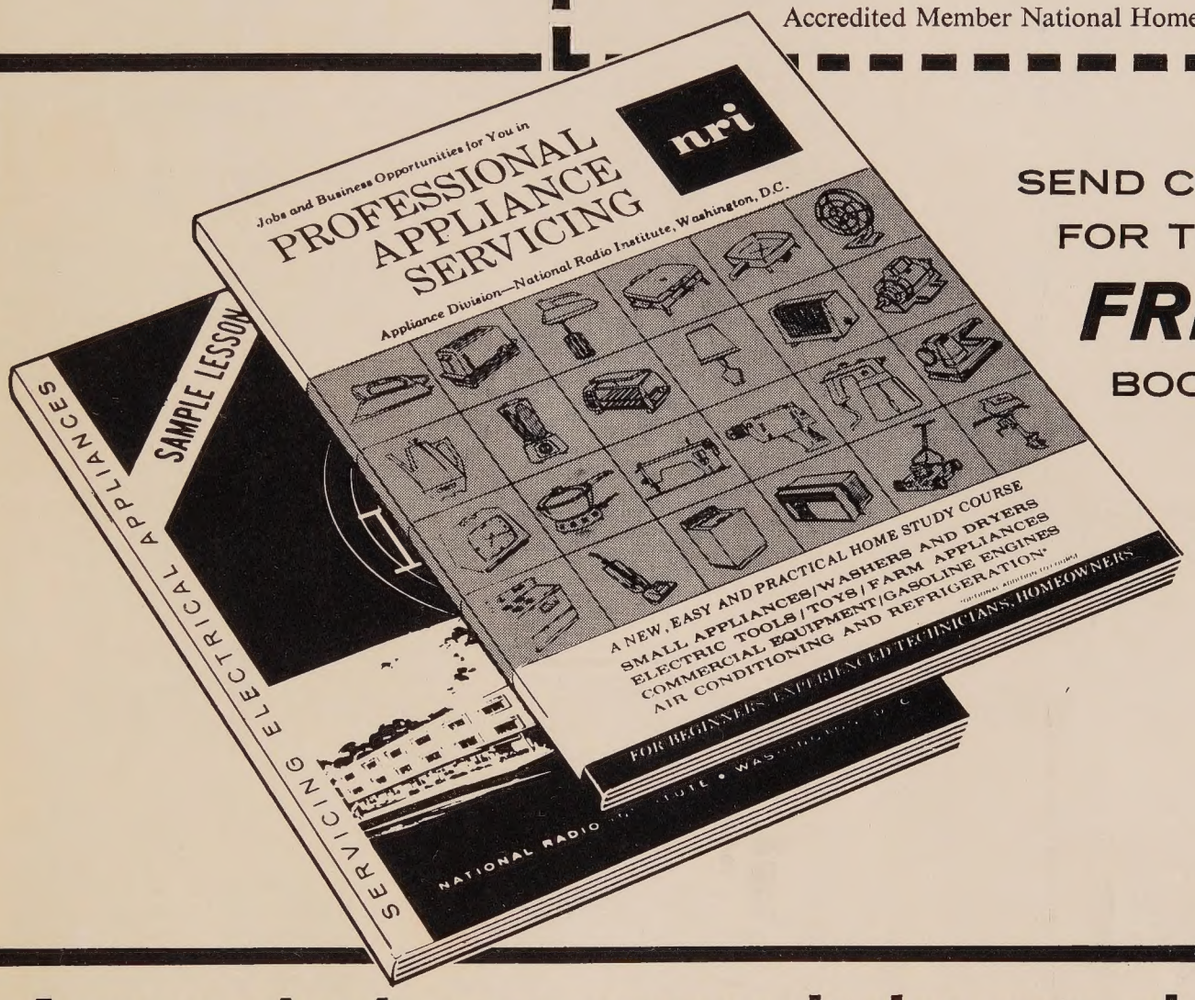

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